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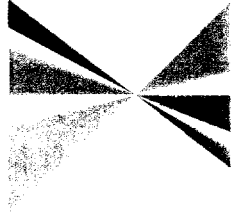
**2001 REGIONAL TRANSPORTATION PLAN  
AMENDMENT**

**AND**

**2001 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM  
AMENDMENT**

**Southern California Association of Governments  
March 7, 2002**

SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

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**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Bill Davis, Simi Valley

**RESOLUTION # 02-429-2**

**RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF  
GOVERNMENTS TO ADOPT THE AMENDMENT TO THE 2001 REGIONAL  
TRANSPORTATION PLAN IN ACCORDANCE WITH STATE AND FEDERAL  
REQUIREMENTS**

**WHEREAS**, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to Section 6502 et seq. of the California Government Code; and

**WHEREAS**, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange, and Imperial, and as such is responsible for developing a Regional Transportation Plan pursuant to 23 U.S.C. 134(a) and (g), 49 U.S.C. §5303(f); 23 C.F.R. §450, and 49 C.F.R. §613; and

**WHEREAS**, the Transportation Equity Act of the 21<sup>st</sup> Century (TEA-21) mandates metropolitan planning organizations such as SCAG, in cooperation with the states, to develop transportation plans and programs for state urbanized areas; and

**WHEREAS**, SCAG is the designated Regional Transportation Planning Agency (RTPA) under state law, and as such is responsible for preparing, adopting, and updating a regional transportation plan pursuant to Government Code Sections 65080 et seq.; and

**WHEREAS**, pursuant to 23 C.F.R. §810.6(a), the projects included in the RTP must be based on the continuing, cooperative, and comprehensive transportation planning process mandated by 23 U.S.C. §134 and 23 C.F.R. §450; and

**WHEREAS**, pursuant to Section 130304(b) of the Public Utilities Code, SCAG may revise transportation improvement programs submitted by counties, inter alia, to resolve conflicts between the county submittals and with the adopted RTP; and

**WHEREAS**, Government Code Section 14000.5(b) requires that state highway planning to conform, inter alia, to regional transportation plans and to be compatible, inter alia, with regional socioeconomic and environmental goals, priorities, and available resources; and

**WHEREAS**, Section 130252(a) of the Public Utilities Code prohibits the California Transportation Commission from approving any plan for the design, construction, and implementation of public mass transit systems or projects, including federal-aid and state highway projects, which do not conform to the adopted Regional Transportation Plan; and

**WHEREAS**, Section 120260 of the Public Utilities Code requires that guideways developed by county transit development boards conform, inter alia, to the Regional Transportation Plan; and

**WHEREAS**, Government Code Section 14031.6(b) and 14031.7(a) require that requests made by the State Department of Transportation for certain capital improvement funds for commuter services be consistent with the RTP; and

**WHEREAS**, Section 14000.5(d) requires, inter alia, the consistency of the location of rail corridors and their service characteristics with regional goals and objectives of the RTP; and

**WHEREAS**, under Government Code Section 14035.7, funds allocated for commuter rail purposes must be consistent, inter alia, with the applicable RTP; and

**WHEREAS**, pursuant to Government Code Section 14000.5, the air transportation system developed by the state must, inter alia, provide services meeting regional goals and objectives; and

**WHEREAS**, pursuant to Federal metropolitan planning regulations at 23 C.F.R. §450.322(a), the RTP must include both long-range and short-range strategies and actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods; and

**WHEREAS**, the 2001 RTP contains both long-range and short-range strategies which meet these goals; and

**WHEREAS**, pursuant to the Guidelines and to 23 C.F.R. §450.314, SCAG must develop a detailed work plan for carrying out the regional transportation planning process; and

**WHEREAS**, the work plan must identify planning resources, staffing responsibility, authority, operating procedures, and other factors essential for development of the Plan, identify all work proposed by the RTPA and their sources of funding, discuss development of the RTP, the Transportation Demand Management Process, and the RTIP; and consider implementation of Plan activities; and

**WHEREAS**, the work plan must be submitted to Caltrans for review and approval; and

**WHEREAS**, the work plan developed by SCAG meets these requirements; and

**WHEREAS**, the process used to develop the RTP must be consistent with the metropolitan planning process requirements of the TEA-21 found at 23 U.S.C. §§134 et seq. and accompanying federal regulations at 23 C.F.R. §450; and

**WHEREAS**, the process used by SCAG is so consistent; and

**WHEREAS**, pursuant to 23 U.S.C. §134(a) and 23 C.F.R. §450.300, the development process must provide for consideration of all modes of transportation and must be continuing, cooperative and comprehensive to the degree appropriate, based on the complexity of the transportation problems; and

**WHEREAS**, the RTP must be consistent with the December 1999 RTP Guidelines prepared by the California Transportation commission; and

**WHEREAS**, the RTP must be consistent with the requirements of Public Utilities Code Section 130301; and

**WHEREAS**, the RTP developed by SCAG is consistent with these requirements; and

**WHEREAS**, 23 C.F.R. §450.316(b) requires SCAG to have a citizen participation program which affords citizens and interested parties a reasonable opportunity to comment on the RTP prior to adoption; and

**WHEREAS**, pursuant to 23 C.F.R. §450.316, this public participation process must itself be a product of consultation with citizens and other affected parties; and

**WHEREAS**, pursuant to 23 C.F.R. §§450.316(b)(1)(i) and 450.322(c), the planning process must involve citizens; segments of the community affected by the plan and its projects; elected officials and other public officials; affected agencies, representatives of transportation agency employees; private providers of transportation; senior citizens; Native Americans; minorities; women; health and handicapped organizations (as required by the 1990 Americans With Disabilities Act); groups traditionally underserved by existing transportation systems, including low-income and minority households; and other interested parties; and

**WHEREAS**, SCAG has made numerous outreach presentations at meetings of different SCAG committees, including the Transportation and Communications Committee and the Regional Transportation Agencies Coalition, which serves as the AB 1246 committee; and

**WHEREAS**, SCAG posted the Notice of Availability of the Draft 2001 RTP

Amendment and Public Hearing in major newspapers as well as SCAG's website, and held a public hearing to solicit input from all affected parties; and

**WHEREAS**, SCAG received numerous comments on the Draft 2001 RTP Amendment, and responded to those comments; and

**WHEREAS**, as required by 23 C.F.R. §450.312(d), the RTP must be consistent with all other applicable provisions of federal and state law, including:

- (1) TEA-21;
- (2) The metropolitan planning regulations at 23 C.F.R. §450;
- (3) Sections 174 and 176(c) and (d) of the Federal Clean Air Act [42 U.S.C. §§7504 and 7506(c) and (d)];
- (4) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. §324;
- (5) The Department of Transportation's Final Environmental Justice Strategy, enacted pursuant to Executive Order 12,898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment; and
- (6) The 1990 Americans with Disabilities Act (42 U.S.C. §§120001 et seq.) and accompanying regulations at 49 C.F.R. §27, 37, and 39; and

**WHEREAS**, the 2001 RTP Amendment is consistent with all of these requirements; and

**WHEREAS**, the Guidelines and Government Code Sections 65070(a) and 65080(a) respectively require that transportation system planning efforts must be coordinated with those of Caltrans, and the planning process must be coordinated with those of other local and regional governments, as well as those of adjoining regional transportation planning agencies, congestion management agencies, transit operators, and the goods movement industry; and

**WHEREAS**, SCAG's planning process was so coordinated; and

**WHEREAS**, SCAG has made all such necessary certifications; and

**WHEREAS**, the process which develops the Plan must also be consistent with the terms of the December 1993 MOU concerning the NEPA / 404 Process, and with all other MOUs signed by SCAG which contain mandatory, rather than advisory, provisions; and

**WHEREAS**, the 2001 RTP Amendment is consistent with these requirements; and

**WHEREAS**, pursuant to Section 176(c) of the Federal Clean Air Act [42 U.S.C. §7506(c)], no project may receive Federal funding unless, inter alia, it comes from a Regional Transportation Plan (RTP) which has been found to conform to the applicable State Implementation Plan; and

**WHEREAS**, the 2001 RTP Amendment contains such a statement and finding; and

**WHEREAS**, 23 C.F.R. §450.324(d) requires that, in nonattainment and maintenance areas for transportation-related pollutants, the FHWA, FTA and SCAG make a conformity determination on any new or revised RTP in accordance with the requirements of the Federal Clean Air Act (42 U.S.C. §§7401 et seq.) and the Federal conformity regulations found at 40 C.F.R. §93; and

**WHEREAS**, the new 2001 RTP Amendment has been found to conform; and

**WHEREAS**, pursuant to the Guidelines, the RTP may contain an Executive Summary which identifies the most significant aspects of the plan and which clearly and concisely describes the needs, alternatives, and selected actions for the region identified elsewhere in the Plan; and

**WHEREAS**, the 2001 RTP does contain an Executive Summary and the proposed amendment does not change its integrity ; and

**WHEREAS**, the Guidelines also allow the RTP to contain an Assessment of Needs section the purpose of which is to facilitate the flow of project development at its earliest stages; and

**WHEREAS**, the 2001 RTP contains an Assessment of Needs and the proposed amendment does not change its integrity; and

**WHEREAS**, pursuant to Government Code Section 65081(a), the RTP must include a Policy Element which considers important transportation issues and identify transportation goals, policies and system objectives which meet the needs of the region and which are consistent with comprehensive state and regional goals; and

**WHEREAS**, the 2001 RTP contains a Policy Element meeting these requirements and the proposed amendment does not change its integrity; and

**WHEREAS**, Government Code Section 65081(b) requires the RTP to contain an Action Element which describes the programs and actions necessary to implement the plan and which assigns implementation responsibilities; and

**WHEREAS**, an Action Element is part of SCAG's 2001 RTP and the proposed amendment does not change its integrity; and

**WHEREAS**, pursuant to Government Code Section 65080(b)(3) and 23 C.F.R. §450.322(b)(11), the Plan must also contain a financial element which compares the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses with the estimated costs of constructing, maintaining, and operating the total transportation system over the period of the Plan; and

**WHEREAS**, Government Code Section 65080(b)(3), 23 C.F.R. §450.322(b)(11), and the Guidelines require that the financial element summarize the cost of plan implementation constrained by a realistic projection of available revenues; identify expected surpluses or deficits, recommended sources of funding, and the detailed cost estimates for short-range projects which, constrained by projected revenues, form the basis for development of the Regional Transportation Improvement Program (RTIP); and

**WHEREAS**, these assumptions should be provided to the level of detail necessary for State and local decision makers to evaluate Plan alternatives; and

**WHEREAS**, pursuant to 23 C.F.R. §450.322(b)(11), the Financial Element must also set forth the specific financial strategies required to ensure the implementation of projects and programs so as to attain compliance with applicable Air Quality standards; and

**WHEREAS**, 23 C.F.R. §450.336(a) requires that updates of the RTP be financially feasible; and

**WHEREAS**, SCAG's 2001 RTP contains a financial element which meets these requirements and the proposed amendment does not change its integrity; and

**WHEREAS**, SCAG is required to comply with the California Environmental Quality Act ("CEQA") [Cal. Pub. Res. Code § 21000 et seq.] in amending the Regional Transportation Plan; and

**WHEREAS**, SCAG affirmed and certified the 2001 Regional Transportation Plan (RTP) Program Environmental Impact Report (PEIR) in April 2001; and

WHEREAS, the 2001 RTP PEIR was a “first tier” document that focused on “broad policy alternatives and program-wide mitigation measures” (§15168 (b)(4)). Future CEQA documents will be prepared for specific projects within the Plan. CEQA guidelines section 15168, which governs program EIRs, does not require a program EIR to specifically list all subsequent activities that may be within its scope. Specifically, if site-specific EIRs or negative declarations will subsequently be prepared for specific projects within a program EIR, then site-specific analysis can be deferred until the project-level EIRs or negative declarations are prepared (§15168); and

WHEREAS, if a project is changed after the final EIR has been certified, then an additional CEQA review is necessary (§15162, §15163, and §15164). Provided that the change to the project is minor and does not cause additional significant impacts, then an addendum is required (§15164). An addendum must be supported by substantial evidence and must include the agency’s findings on the project and a brief explanation of the decision not to prepare a subsequent EIR. The addendum need not be circulated for public review but it can be attached to or included with the final EIR. The decision-making body shall consider the addendum prior to making a decision on the project (§15164(d)); and

WHEREAS, an addendum was prepared for the SCAG Regional Council to formally include the following two projects in the RTP PEIR:

**Riverside County Project**

The SR-79 widening project is a revision of an existing RTIP project. The original project description was to widen SR-79 to 4 lanes (2 each direction) from Newport Road to Keller Road in Riverside County. The revised project description is to widen SR-79 to 6 lanes (3 each direction) from Domenigoni Parkway to Hunter Road.

**Ventura County Project**

The US-101 project is composed of several parts: 1) to add one lane in both directions between the Ventura County line and Hampshire Road; 2) to add a northbound lane between Hampshire Road and the connector to northbound SR-23; and 3) to realign ramps at Hampshire Road, pave the median and construct a new concrete barrier, and place a sound-wall on northbound US-101 from Hampshire Road under-crossing to Conejo School Road under-crossing; and

WHEREAS, these two additional projects represent an insignificant change to the 2001 RTP. The 2001 RTP REIR database includes hundreds of specific projects, and, thus, these two specific projects are a negligible addition to the entire Plan. Furthermore, SR-79 and US-101 projects will both be fully assessed at the project-level by implementing agencies;



and

WHEREAS, the SR-79 and US-101 projects were not directly included in the original 2001 RTP PEIR database; however, these projects are within the scope of the 2001 RTP PEIR. The RTP PEIR broadly discussed potential significant impacts at the programmatic level, and was inclusive enough to incorporate these two additional projects. The environmental review reveals that these two projects conform with the analysis and findings of the Program EIR. The SR-79 and US-101 projects do not significantly affect the comparison of alternatives nor the potential significant impacts in the PEIR. Thus, a subsequent or supplemental EIR (§15162 and §15163) is not required for SR-79 and US-101 projects and this addendum completes the requirements of CEQA at the programmatic level.

**WHEREAS**, the 2001 RTP Amendment supplements the 2001 Regional Transportation Plan, adopted by the Regional Council on April 12, 2001; and

**WHEREAS**, the 2001 RTP incorporates other chapters of the Regional Comprehensive Plan and Guide; and

**WHEREAS**, pursuant to 23 C.F.R. §450.322(a), the RTP must be reviewed and updated at least once every three years in order to confirm its validity and its consistency with current and expected transportation and land use conditions and trends, and to extend its forecast period; and

**WHEREAS**, pursuant to Government Code Section 65080(c), RTP updates must be adopted and submitted to the California Transportation Commission and the Department of Transportation by December 1 of each even-numbered year; and

**NOW, THEREFORE BE IT RESOLVED** that the Southern California Association of Governments finds and adopts as follows:

1. The SR-79 and US-101 projects represent a minor change to the Regional Transportation Plan and will not result in any additional significant impacts at the programmatic level; and
2. The potential significant environmental impacts of SR-79 and US-101 projects are consistent with the program-level assessment and findings of the Final Program Environmental Impact Report (PEIR) prepared for the 2001 Regional Transportation Plan (RTP) Update; and
3. The Addendum to the Southern California Association of Governments 2001 Regional Transportation Plan (RTP) Update Program Environmental Impact Report (included with the Final RTP Amendment) fulfills SCAG's requirements for CEQA compliance, and, thus, no further CEQA document is required.

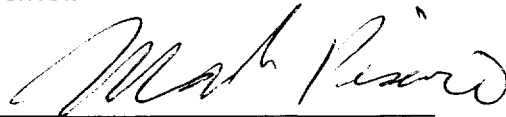
4. The amendment to the 2001 Regional Transportation Plan is hereby adopted.
5. The full update of the RTP will be presented to the Regional Council no later than April 2004; and
6. All of the foregoing recited as incorporated herein are adopted.

Approved at a regular meeting of the Regional Council of the Southern California Association of Governments on this 7th day of March, 2002.



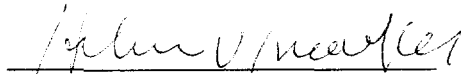
Jon Mikels  
President  
Supervisor, County of San Bernardino

Attest:



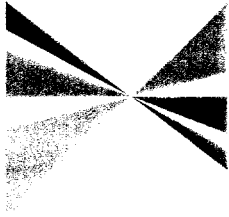
MARK A. PISANO  
Executive Director

Approved as to Form:



HELENE V. SMOOKLER  
Legal Counsel

SOUTHERN CALIFORNIA



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**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Bill Davis, Simi Valley

**RESOLUTION No. 02-429-3**

**RESOLUTION OF  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
TO ADOPT THE FY 2000/01 – 2005/06  
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2001 RTIP)  
AMENDMENT IN ACCORDANCE WITH STATE AND FEDERAL  
REQUIREMENTS**

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency (JPA) established pursuant to Sections 6502 et seq. of the California Government Code; and

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such is responsible for regional transportation planning within its jurisdiction; and

WHEREAS, 23 U.S.C. § 134, 49 U.S.C. § 5301 et seq., 23 CFR § 450, and 49 CFR § 613.100 require SCAG, as the designated MPO, to maintain a continuing, cooperative and comprehensive transportation planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP); and

WHEREAS, SCAG's FY 2000/01 – 2005/06 Regional Transportation Improvement Program (2001 RTIP) is a staged, multiyear, intermodal program of transportation projects which is consistent with the regional transportation plan, as defined at 23 CFR § 450.104; and

WHEREAS, pursuant to Section 130004 of the California Public Utilities Code, SCAG is the designated Regional Transportation Planning Agency and, as such, is responsible for preparation of both the RTP and RTIP under California Government Code §§ 65080 and 65082 respectively; and

WHEREAS, California Government Code § 65080.5(a) and The Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA-21) require that the RTIP be consistent with the RTP; and

WHEREAS, 42 U.S.C. § 7506(c)(1) requires SCAG's 2001 RTIP to conform with the applicable State Implementation Plans (SIPs) developed for the federal non-attainment and maintenance areas in the Mojave Desert Air Basin, the Ventura County portion of the South Central Coast Air Basin, the South Coast Air Basin, and the Salton Sea Air Basin; and

WHEREAS, pursuant to 40 CFR Parts 51 and 93, the 2001 RTIP must be based on the latest planning assumptions; and

WHEREAS, the 2001 RTIP is based on the latest socioeconomic data approved by SCAG's Regional Council for the 2001 RTP; and

WHEREAS, the Federal Clean Air Act Amendment (CAAA) requires the 2001 RTIP to be consistent with the most recent estimates of mobile source emissions; and

WHEREAS, the 2001 RTIP used the most recently approved version of Emissions Factors (EMFAC), EMFAC7F1.1, and EMFAC7G, as approved by the California Air Resources Board and the Environmental Protection Agency (EPA) for conformity analysis; and

WHEREAS, Federal regulations at 23 CFR § 450.332(e) require that in non-attainment and maintenance areas, funding priority be given to timely implementation of transportation control measures (TCMs) contained in the applicable SIPs in accordance with the conformity regulations at 40 CFR Parts 51 and 93; and

WHEREAS, the previous RTIP and the 2001 RTIP demonstrate that the TCMs from the applicable SIPs meet the requirements for timely implementation for all TCM projects in the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin; and

WHEREAS, the 2001 RTP (including its conformity finding) was adopted by the Regional Council on April 12, 2001 and the federal government approved it (including its final conformity determination) on June 8, 2001 for all non-attainment areas, with the exception of the PM10 nonattainment areas in the Coachella Valley portion of the Salton Sea Air Basin and the San Bernardino County of the Mojave Desert Air Basin which received federal approval on August 3, 2001; and

WHEREAS, the 2001 RTIP was adopted by the Regional Council on August 2, 2001 and the federal government approved it (including its final conformity determination) on September 25, 2001; and

WHEREAS, the Arbor Vitae / I-405 Interchange Project (south half) was included in the 2001 RTP Amendment and 2001 RTIP Amendment in the Los Angeles County portion of the South Coast Air Basin; and

WHEREAS, the SR-79 Project was modified for the Riverside County portion of the South Coast Air Basin in the 2001 RTP Amendment and 2001 RTIP Amendment; and

WHEREAS, the 2001 RTP Amendment was found to conform to the applicable SIPs for the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin – Resolution No. 02-429-2; and

WHEREAS, the 2001 RTIP Amendment is consistent with emissions budgets established in the applicable SIPs, as required by Federal regulations at 40 CFR Parts 51 and 93; and

WHEREAS, SCAG is working concurrently with local, state and federal jurisdictions in a continuing, cooperative and comprehensive manner as required by provisions of Federal and State law on the transportation planning processes; and

WHEREAS, Federal regulations at 23 CFR § 450.324(d) require that at least a three-year RTIP be developed as a prerequisite to federal assistance under Titles 23 and 49 of the United States Code funding programs, including Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality Improvements, Projects on the Interstate System, Highway Bridge Replacement and Rehabilitation Projects, Transit Capital Improvements and Transit Planning, operating assistance and capital improvements; and

WHEREAS, SCAG's 2001 RTIP covers the three fiscal years 2000/01, 2001/02 and 2002/03; and

WHEREAS, federal regulations create the concept of flexible, intermodal programming and identify specific funding categories and provide for flexible programming between transit, highway and transportation demand management uses; and

WHEREAS, SCAG has developed principles and guidelines to utilize the flexibility of Surface Transportation Program and Congestion Mitigation and Air Quality Improvements funds for the 2001 RTIP; and

WHEREAS, Federal regulations at 23 CFR § 450.316(b) require each MPO to adopt a public participation program providing, inter alia, public hearings and a reasonable opportunity for public participation, including targeted groups, prior to approval of the RTIP; and

WHEREAS, the Draft 2001 RTIP Amendment was available for public review and comment from January 24, 2002 to February 23, 2002; and

WHEREAS, a public hearing was conducted on February 11, 2002 on the Draft 2001 RTIP Amendment at the Southern California Association of Governments in Los Angeles County, after notice was provided for such hearings by publication pursuant to § 65080(b) of the California Government Code; and

WHEREAS, SCAG has complied with provisions of 23 CFR § 450.334, which demand that SCAG's 2001 RTIP, as part of the regional transportation planning process, complies with, inter alia, all applicable requirements of:

- (1) 23 U.S.C. § 134; and
- (2) 49 U.S.C. § 5303; and
- (3) Sections 174 and 176(c) and (d) of the Clean Air Act [42 U.S.C. §§ 7504, 7506(c) and (d)]; and
- (4) The Environmental Protection Agency (EPA) Transportation Conformity Rule at 40 CFR Parts 51 and 93 (August 15, 1997) and all associated court rulings; and
- (5) Title VI of The Civil Rights Acts of 1964 and the Title VI assurance executed by each State under 23 U.S.C. § 324 and 29 U.S.C. § 794; and

- (6) 49 CFR 26 § 26.1 – 26.109 regarding the participation of disadvantaged business enterprises in the FHWA - and FTA - funded planning projects; and
- (7) The provisions of the American with Disabilities Act of 1990 (42 U.S.C. § 12001 et seq.) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38); and
- (8) The Department of Transportation's Final Environmental Justice Order, enacted pursuant to Executive Order 12,898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment and requirements set forth in U.S.D.O.T. Order 5610.2, FHWA Order 6640.23 and 23 C.F.R. § 450.316(b)(ii); and

NOW, THEREFORE BE IT RESOLVED that

(1) Southern California Association of Governments finds as follows:

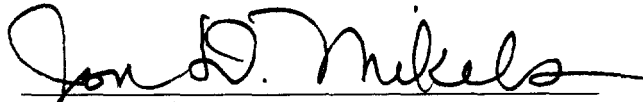
- (a) The 2001 RTIP Amendment conforms with all applicable federal requirements, including the federally approved SIPs; and
- (b) The 2001 RTIP Amendment is consistent with the estimate of available funds adopted by the California Transportation Commission as required by § 14525 of the California Government Code; and
- (c) The 2001 RTIP Amendment implements and is consistent with the adopted 2001 RTP Amendment as required by TEA-21 and California Government Code § 65080.5(a); and
- (d) The 2001 RTIP Amendment is consistent and in conformance with the portions of the applicable SIPs relevant to the related air basin as required by 42 U.S.C. § 7506(cX1) and accompanying Federal regulations at 40 CFR §§ 51 and 93; and
- (e) The 2001 RTIP Amendment demonstrates timely implementation of transportation control measures as reflected in the applicable SIPs for the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin; and

(2) The Regional Council hereby adopts the 2001 RTIP Amendment in the SCAG region, which recognizes the following:

- (a) The 2001 RTIP Amendment does not preclude any future additional amendments which may become necessary; and
- (b) The 2001 RTIP Amendment constitutes endorsement for the purpose of Executive Order 12372 and 23 U.S.C. § 105; and

- (c) The Amendment to the 2001 RTIP will become effective upon approval of FHWA and FTA; and
- (3) The Regional Council hereby adopts the 2001 RTIP Amendment and its conformity finding for the related federal non-attainment and maintenance areas in the SCAG region; and
- (4) SCAG's Executive Director is authorized to transmit the 2001 RTIP Amendment and its conformity findings to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 CFR Parts 51 and 93; and
- (5) SCAG's Executive Director is authorized to transmit the 2001 RTIP Amendment to the Governor, the California Transportation Commission, the Federal Transit Administration and the Federal Highway Administration for inclusion in the Federal Transportation Improvement Program; and
- (6) The Regional Council hereby approves and adopts the 2001 RTIP Amendment incorporating herein all of the foregoing recitals.

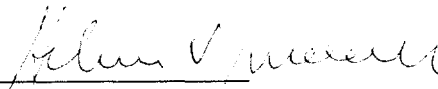
Adopted by the Regional Council of the Southern California Association of Governments at a regular meeting on this 7<sup>th</sup> day of March 2002.



Jon D. Mikels  
President, SCAG  
Chairman, Board of Supervisors, San Bernardino County

Attest: 

Mark Pisano  
Executive Director

Approved as to Legal Form:   
Helene Smookler  
Legal Counsel

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## **PURPOSE**

Several County Transportation Commissions (CTCs) have requested that SCAG amend the 2001 Regional Transportation Plan (RTP) and 2001 Regional Transportation Improvement Program (RTIP) to add or modify three projects.

First, the Los Angeles County Metropolitan Transportation Authority (LACMTA) has requested the addition of the Arbor Vitae Street / Interstate 405 Freeway interchange project (south half) to the 2001 RTP and 2001 RTIP. This project is located in the Los Angeles County portion of the South Coast Air Basin (SCAB). [See Attachment A.](#)

Second, the Riverside County Transportation Commission (RCTC) has requested the modification of the State Route 79 widening project from Keller Road to Newport Road. This project is currently in both the 2001 RTP and 2001 RTIP. This project is located in the Riverside County portion of the South Coast Air Basin (SCAB). [See Attachment B.](#)

Third, the Ventura County Transportation Commission (VCTC) has requested the addition of a U.S. Route 101 Freeway improvement project to the 2001 RTP. Since the completion date for this project is December 31, 2006, it will not be amended into the 2001 RTIP. Instead, it will be proposed for incorporation into the upcoming 2002 RTIP. This project is located in the Ventura County portion of the South Central Coast Air Basin (VC/SCCAB). [See Attachment C.](#)

The purpose of this document is to ensure that the proposed amendment to both the 2001 RTP and 2001 RTIP are consistent with all federal and state requirements, including the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21, Planning Regulations) and the Transportation Conformity Rule. All associated analyses for the amendment of both the 2001 RTP and 2001 RTIP are incorporated into this single document.

## **BACKGROUND**

The RTP is a long-range plan produced by SCAG and updated every three years as required by state and federal law. The 2001 RTP identifies over \$144 billion in investments in the region's transportation system through the year 2025. The current operating 2001 RTP, including its final conformity determination, was approved by the federal agencies on June 8, 2001.

The RTIP is the short-range program that implements the long-range RTP. Federal law requires that the RTIP be updated at least every two years and be consistent with the RTP. The RTIP identifies federal, state, and local funds for use in planning and building specific projects.

The 2001 RTIP was approved by the federal agencies on September 25, 2001. Since then there was one administrative amendment (Amendment 1) which was based on the exempt projects. The exempt projects are those projects that do not have any regional emission impact on the RTP/RTIP and are consistent with sections 93.126 (exempt projects) and 93.127 (projects exempt from regional emissions analyses) of the Transportation Conformity Rule. Amendment 1 to the 2001 RTIP was approved by the California Department of Transportation (Caltrans) on December 27, 2001, and is pending Federal approval.

According to State Assembly Bill (AB) 1246, in the SCAG region the County Transportation Commissions (CTCs) are responsible for programming the RTP projects, programs, and policies into the respective County TIPs for incorporation into the SCAG RTIP. Any changes to the project listing (a federally approved RTIP) should be processed through AB 1246.

In January 1995, the Regional Transportation Agencies' Coalition (RTAC) was formed and all involved agreed that it would serve as the AB 1246 Committee. The inter-agency consultation requirement for the proposed amendment of both the 2001 RTP and 2001 RTIP has been met.

## **AMENDMENT PROJECT DESCRIPTIONS**

The proposed amendment includes three projects, one each in the counties of Los Angeles, Riverside and Ventura.

### **LACMTA (Los Angeles County) – Arbor Vitae / I-405 Interchange Project (south half)**

The Arbor Vitae / I-405 interchange project (south half) was included in the 2000 RTIP. In the 2000 RTIP (Amendment 1), it was considered to be operational by 2004 and LACMTA allocated \$50 million in fiscal years 2000/01 through 2003/04. This project and all other projects in the 2000 RTIP were incorporated into the 2001 RTP.

At the April 12, 2001 RTP adoption meeting, the Regional Council voted to delete this project from the RTP prior to the final RTP approval and conformity finding. Consequently, the interchange project was not included in the final 2001 RTIP. The LACMTA request for incorporation of the interchange project into the 2001 RTP and the 2001 RTIP was based on compliance with the AB 1246 requirements.

The Arbor Vitae / I-405 interchange project (south half) was proposed to relieve traffic congestion as well as to provide needed east-west access in the area. The project is to add a northbound off-ramp from I-405 onto Arbor Vitae, and a southbound on-ramp onto I-405 from Arbor Vitae. LACMTA has requested this project be amended into the 2001 RTP as well as the 2001 RTIP.

### **RCTC (Riverside County) – SR-79 Project**

The SR-79 widening project is a revision of an existing RTIP project. The original project description was to widen SR-79 to 4 lanes (2 each direction) from Newport Road to Keller Road in Riverside County. However, subsequent analysis suggested that 4 lanes would not be sufficient to handle projected 2025 traffic. Also, the Federal Highway Administration (FHWA) has recommended changing the project limits to reflect “logical termini.” The revised project description is to widen SR-79 to 6 lanes (3 each direction) from Domenigoni Parkway to Hunter Road. RCTC has requested this project to be amended into the 2001 RTP as well as the 2001 RTIP.

### **VCTC (Ventura County) – US-101 Project**

An existing RTIP project in Ventura County will widen SR-23 between SR-118 and US-101. However, VCTC believes complementary improvements on US-101 are necessary to avoid creating a chokepoint where SR-23 and US-101 meet.

The US-101 project is composed of several parts: 1) to add one lane in both directions between the Ventura County line and Hampshire Road; 2) to add a northbound lane between Hampshire Road and the connector to northbound SR-23; 3) to realign ramps at Hampshire Road, pave the median and construct a new concrete barrier, and place a soundwall on northbound US-101 from Hampshire Road undercrossing to Conejo School Road undercrossing. VCTC has requested this project to be amended into the 2001 RTP. Since the completion date for this project is December 31, 2006, it will not be amended into the 2001 RTIP, but will be proposed for incorporation into the 2002 RTIP.

Specifically, the proposed amendment would revise the 2001 RTP on page 70 (revising the SR-79 project on Exhibit 5.3), page 74 (adding the US-101 project to Table 5.4), and page 76 (adding the US-101 project to Exhibit 5.5). The proposed amendment would also revise the 2001 RTP project lists in the Technical Appendix as follows:

## 2001 RTP – BASELINE PROJECTS

### Los Angeles County – State Highways

(project to be added to page K-54)

LEAD AGENCY	PROJECT ID	AIR BASIN	RTE	POST BEG	MILES END	DESCRIPTION	COMPLETION DATE
CALTRANS	49160	SCAB	405	22.2	23.4	IN INGLEWOOD AT ARBOR VITAE ST - CONSTRUCT SOUTH HALF OF INTERCHANGE	20040601

## 2001 RTP – BASELINE PROJECTS

### Riverside County – State Highways

(project to be revised on page K-67)

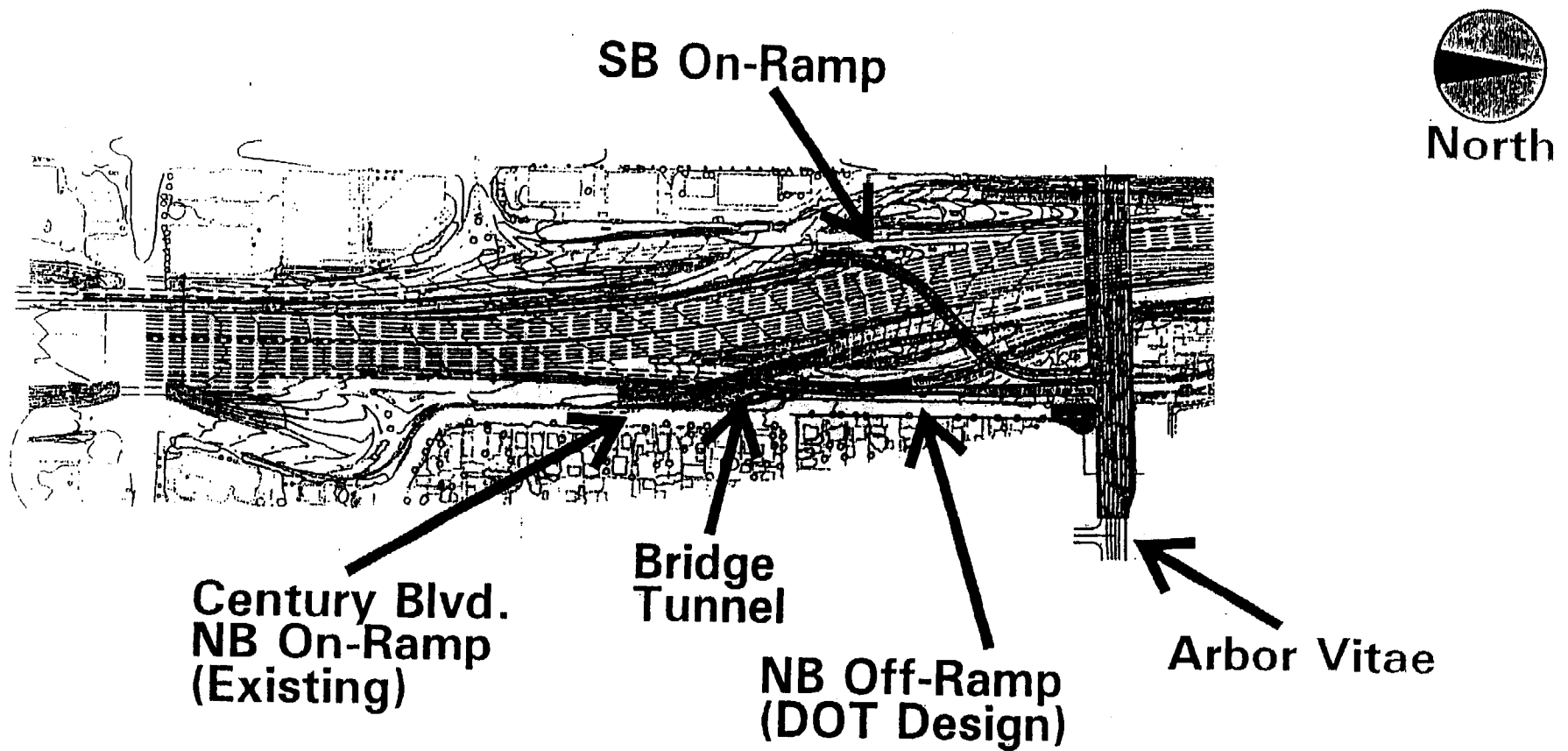
LEAD AGENCY	PROJECT ID	AIR BASIN	RTE	POST BEG	MILES END	DESCRIPTION	COMPLETION DATE
CURRENT	RIVERSIDE COUNTY TRANS COMMISSION (RCTC) 46460	SCAB	79	10.9	16.3	IN RIVERSIDE COUNTY ON SR 79 WIDEN FROM 2 TO 4 LANES FROM KELLER TO NEWPORT	20050630
REVISED	RIVERSIDE COUNTY TRANS COMMISSION (RCTC) 46460	SCAB	79	6.0	15.8	IN WESTERN RIVERSIDE COUNTY ON STATE ROUTE 79 - WIDEN FROM 2 TO 6 LANES FROM HUNTER RD TO DOMENIGONI PKWY	20070630

## 2001 RTP – CONSTRAINED PROJECTS

(project to be added to page K-11)

County	Route	Project Limits	Description	Year	Public Cost (97\$)
<b>MIXED FLOW</b>					
VEN	US-101	L.A. County Line to SR-23	Add 1 MF lane in each direction from L.A. County Line to Hampshire; add northbound MF lane from Hampshire to SR-23	2006	\$24,000,000

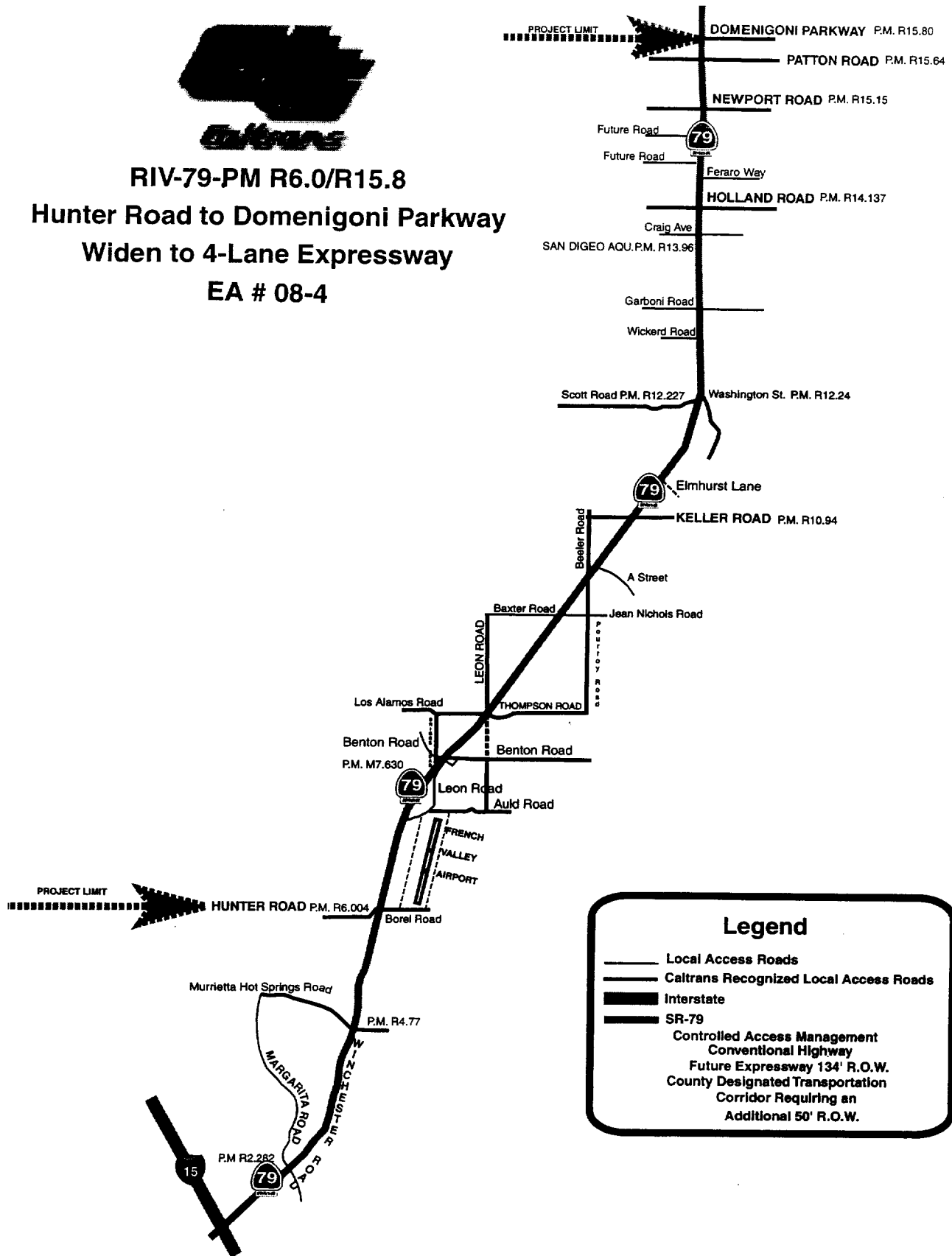
The following maps provide graphic detail of the proposed amendments.



## Arbor Vitae Street Interchange on Route 405

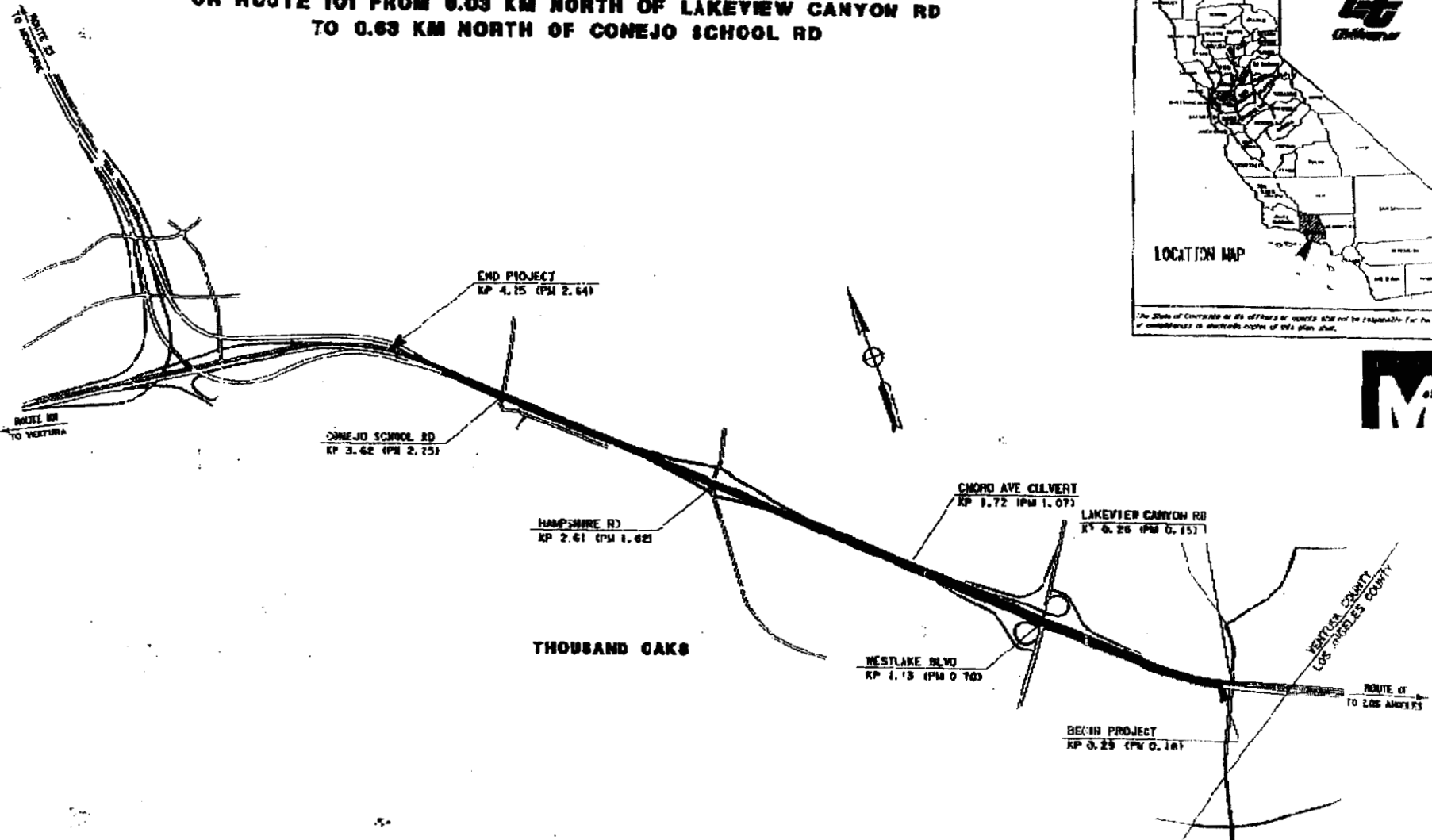


**RIV-79-PM R6.0/R15.8**  
**Hunter Road to Domenigoni Parkway**  
**Widen to 4-Lane Expressway**  
**EA # 08-4**



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT NO.	DATE	REVISION	BY	DATE	REVISION	BY
THOUSAND OAKS PROJECT DEVELOPMENT							
				KEITH HONG			
				CHECKED BY			
				DESIGNED BY			
				DATE			

**IN VENTURA COUNTY**  
**IN CITY OF THOUSAND OAKS**  
**ON ROUTE 101 FROM 0.03 KM NORTH OF LAKEVIEW CANYON RD**  
**TO 0.63 KM NORTH OF CONEJO SCHOOL RD**



**ATTACHMENT A**  
**STRIP MAP**

Contract No. EA 19520K

## **FEDERAL REQUIREMENTS**

Federal and state regulations require that a brief transportation conformity process must be undertaken by SCAG as the Metropolitan Planning Organization (MPO) of the region prior to the amendment's approval and conformity finding by the Regional Council. This includes an interagency consultation, release of the draft document for a 30-day public review and comment period, SCAG's responses on the written comments, and a public hearing at the Regional Council meeting prior to the final action on the amendments.

SCAG's Regional Council will take action first on the 2001 RTP Amendment and follow with an action on the 2001 RTIP Amendment. The amendments will then be submitted to the state (for the RTIP Amendment's funding approval) and to the federal agencies for final approval (of financial constraint and conformity determination).

Sections 93.119(h) and 93.122(e) are the relevant parts of the Transportation Conformity Rule for these amendments.

## **CONFORMITY FINDINGS**

SCAG has completed its analysis of the proposed amendments for inclusion in the 2001 RTP and 2001 RTIP. SCAG's findings for the approval of these amendments are as follows:

### **Overall**

Statement of fact: Inclusion of these amendments in the 2001 RTP would not change any other policies, programs, and projects which were previously approved by the federal agencies in June 8, 2001.

Statement of fact: Inclusion of these amendments in the 2001 RTIP would not change any other projects which were previously approved by the state and federal agencies in September 25, 2001.

Finding: SCAG has determined that the 2001 RTP Amendment and the 2001 RTIP Amendment for inclusion of the proposed projects are consistent with all federal and state requirements and comply with the federal regulations for funding and conformity finding.

### **Regional Emissions Analysis**

#### ***SCAB (excluding Banning Pass)***

Finding: The 2001 RTP Amendment and 2001 RTIP Amendment's regional emissions for Ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (1997 Ozone SIP – as amended in 1999).

Finding: The 2001 RTP Amendment and 2001 RTIP Amendment's regional emissions for NO<sub>2</sub> (nitrogen dioxide) precursor are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (1997 NO<sub>2</sub> SIP).



Finding: The 2001 RTP Amendment and 2001 RTIP Amendment's regional emissions (build scenarios) for the CO (carbon monoxide) are less than the baseline scenarios (no-build) emissions and the future years are less than 1990 base year emissions for all milestone, attainment, and planning horizon years.

Finding: The 2001 RTP Amendment and 2001 RTIP Amendment's regional emissions (build scenarios) for the PM10 (particulate matter less than ten microns in size) precursors are less than the baseline scenarios (no-build) emissions for all milestone, attainment, and planning horizon years. The roadway construction-related PM10 emissions were estimated for the regional emissions analysis.

#### ***Ventura County Portion of SCCAB***

Finding: The 2001 RTP Amendment's regional emissions for Ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (1994 Ozone SIP)

Note: the US-101 project in the Ventura County portion of SCCAB will be proposed for incorporation into the 2002 RTIP; there is no need to amend the current 2001 RTIP for this project.

#### **Timely Implementation of TCMs**

Inclusion of the proposed projects in the 2001 RTP and the 2001 RTIP does not change funding and timely implementation of all applicable TCM projects previously approved or currently programmed for implementation in the South Coast Air Basin (SCAB) and the Ventura County portion of the South Central Coast Air Basin (VC / SCCAB).

Finding: All SCAB's TCM1 projects in the federally approved conforming 2001 RTP and 2001 RTIP are given funding priority and are on schedule for implementation.

Note: the US-101 project in the Ventura County portion of SCCAB will be proposed for incorporation into the 2002 RTIP; there is no need to amend the current 2001 RTIP for this project.

#### **Fiscal Constraint Analysis**

Finding: All projects listed in the 2001 RTP and the 2001 RTIP (including the proposed amendments) are financially constrained for all fiscal years.

#### **Interagency Consultation and Public Involvement Analysis**

Finding: SCAG has consulted with the respective transportation and air agencies (see [Attachment G](#)) and the draft document has been circulated for a 30-day public review and comment period (see [Attachment H](#)).

### **REGIONAL EMISSIONS AND VMT ANALYSIS**

The proposed amendments are situated in two different air basins, the South Coast Air Basin (SCAB) and the Ventura County portion of the South Central Air Basin (VC / SCCAB).

## **SCAB**

SCAB is the largest federal non-attainment area for ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), and particulate matters less than ten microns in size (PM<sub>10</sub>) in the United States. In the SCAB area, the applicable State Implementation Plan (SIPs) with the emissions budgets are: the 1997 Ozone SIP (as amended in 1999) and the 1997 NO<sub>2</sub> SIP. There are no applicable emissions budgets for PM<sub>10</sub> and CO.

## **VC/SCCAB**

The Ventura County portion of SCCAB is a federal non-attainment area for ozone. The 1994 Ozone SIP contains the applicable emissions budgets.

## **Overall Methodology for Conformity Demonstration**

The overall regional emissions analysis methodology is based on two sets of calculations: 1) for the pollutant with emissions budgets, and 2) for the pollutants with no emissions budgets, a build/no-build emission analysis. Note that the RTP and RTIP emission analyses are identical. Each set of calculations is described below:

### ***Pollutants with Emissions Budgets***

SCAG has calculated the RTP/RTIP's regional emissions with and without the proposed amendments for the years 2010, 2020, and 2025. The results and the differences between the two scenarios are tabulated in [Table A-1](#) (SCAB) and [Table A-3](#) (VC/SCCAB). These results are compared with the gaps between the current regional emissions and the related emission budgets prepared for the federally conforming 2001 RTP / 2001 RTIP. For the current emission gaps, see the [Tables B-1](#) and [B-2](#) in the following pages.

### ***Pollutants with No Emissions Budgets***

SCAG has calculated the regional emissions for the no-build scenario (baseline) and the build scenario (RTP/RTIP with the proposed amendments) for the years 2010, 2020, and 2025 (see [Table A-2](#)).

The regional emissions analysis was performed using SCAG's Regional Transportation Model used for 2001 RTP and 2001 RTIP. See the 2001 RTP and the 2001 RTIP Conformity Report for detailed modeling assumptions and methodologies.

The regional emissions analysis was based on three alternative model runs: (1) Baseline, (2) current RTP (without the proposed projects), and (3) RTP amendment with the proposed projects. Future model runs were performed for each of the 2010, 2020 and 2025 network scenarios. Summary statistics, including area-wide Vehicle Miles Traveled (VMT), were developed for each of the alternatives. In addition, the ROG, NO<sub>x</sub>, CO, and PM<sub>10</sub> (exhaust, and tire/brake wear) were estimated based on the Direct Travel Impact Model (DTIM). The AP-42 (5<sup>th</sup> edition) equation is used for the Paved Road Dust.

All associated emissions and VMT for the SCAB and the Ventura County/SCCAB area are shown in the following tables.

**TABLE A-1**  
**SUMMARY OF EMISSIONS AND VMT (SCAB)**

RTP/RTIP AND AMENDMENT

<b>YEAR 2010</b>	<b>VMT</b>	<b>ROG</b>	<b>NOx</b>	<b>CO</b>	<b>E/T&amp;B</b>	<b>Road Dust</b>
RTP	355,871,695	144.189	364.611	1,851.297	15.688	211.762
Amendment	355,803,952	144.097	364.642	1,850.924	15.686	211.574
-----	-----	-----	-----	-----	-----	-----
Difference	67,743	0.092	-0.031	0.373	0.002	0.188
 <b>YEAR 2020</b>	 <b>VMT</b>	 <b>ROG</b>	 <b>NOx</b>	 <b>CO</b>	 <b>E/T&amp;B</b>	 <b>Road Dust</b>
RTP	399,410,438	93.218	347.178	1,510.013	17.112	245.344
Amendment	399,387,590	93.174	347.195	1,509.825	17.243	245.188
-----	-----	-----	-----	-----	-----	-----
Difference	22,848	0.044	-0.017	0.188	-0.131	0.156
 <b>YEAR 2025</b>	 <b>VMT</b>	 <b>ROG</b>	 <b>NOx</b>	 <b>CO</b>	 <b>E/T&amp;B</b>	 <b>Road Dust</b>
RTP	414,774,175	87.920	353.346	1,515.616	18.055	258.055
Amendment	414,776,886	87.950	353.408	1,516.162	18.060	257.928
-----	-----	-----	-----	-----	-----	-----
Difference	-2,711	-0.030	-0.062	-0.546	-0.005	0.127

Note : VMT and emissions are based on all vehicles

VMT in miles/day and emissions in tons/day

Excluding the Banning Pass area for the federal ozone, PM10, CO, and NO2 analysis

Regional emissions budget generated using Dtim2/EMFACT 7G

CO are based on the winter temperatures

E/T&B = Exhaust/Tire and Brake Wear based on Dtim3/EMFAC 7G1c

‘RTP’ is current 2001RTP without proposed projects

‘Amendment’ includes three projects to the current RTP

In all cases, the proposed amendment results in insignificant changes in VMT and emissions. These insignificant differences fall within the existing gaps between the regional emissions and the emission budgets of the current federally conforming and approved 2001 RTP / RTIP.

**TABLE A-2**  
**SUMMARY OF EMISSIONS AND VMT (SCAB)**

**BASELINE AND AMENDMENT**

<b>YEAR 2010</b>	<b>VMT</b>	<b>ROG</b>	<b>NOx</b>	<b>CO</b>	<b>E/T&amp;B</b>	<b>Road Dust</b>
Baseline	360,506,968	147.949	361.431	1,881.336	15.799	216.512
Amendment	355,803,952	144.097	364.642	1,850.924	15.686	211.574
-----	-----	-----	-----	-----	-----	-----
Difference	4,703,016	3.852	-3.211	30.412	0.113	4.938
 <b>YEAR 2020</b>	 <b>VMT</b>	 <b>ROG</b>	 <b>NOx</b>	 <b>CO</b>	 <b>E/T&amp;B</b>	 <b>Road Dust</b>
Baseline	409,845,710	99.607	347.473	1,587.993	17.376	254.892
Amendment	399,387,590	93.174	347.195	1,509.825	17.243	245.188
-----	-----	-----	-----	-----	-----	-----
Difference	10,458,120	6.433	0.278	78.168	0.133	9.704
 <b>YEAR 2025</b>	 <b>VMT</b>	 <b>ROG</b>	 <b>NOx</b>	 <b>CO</b>	 <b>E/T&amp;B</b>	 <b>Road Dust</b>
Baseline	426,999,021	96.070	355.763	1,623.353	18.391	269.424
Amendment	414,776,886	87.950	353.408	1,516.162	18.060	257.928
-----	-----	-----	-----	-----	-----	-----
Difference	12,222,135	8.120	2.355	107.191	0.331	11.496

Note : VMT and emissions are based on all vehicles

VMT in miles/day and emissions in tons/day

Excluding the Banning Pass area for the federal ozone, PM10, CO, and NO2 analysis

Regional emissions budget generated using Dtim2/EMFACT 7G

CO are based on the winter temperatures

E/T&B = Exhaust/Tire and Brake Wear based on Dtim3/EMFAC 7G1c

'Baseline' is the RTP conformity baseline

'Amendment' includes three projects to the current RTP

For CO and PM10, the regional emissions from the build (amendment) are less than no-build (baseline).

Note that the construction-related PM10 emissions generated by the proposed amendments are insignificant. Both projects will be completed by the year 2010 or earlier. The total lane miles, subject to construction, for these two amendments is 22 miles. The construction lane miles used in the PM10 emission analysis of the current 2001 RTP/RTIP for the year 2010 was 40,536 miles. See [Attachment F](#).

**TABLE A-3**  
**SUMMARY OF EMISSIONS AND VMT (VENTURA/SCCAB)**

RTP AND AMENDMENT

**YEAR 2005\***

<b>YEAR 2010</b>	<b>VMT</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>
RTP	16,602,584	6.529	9.776
Amendment	16,600,119	6.535	9.813
-----	-----	-----	-----
Difference	2,465	-0.006	-0.037
<b>YEAR 2020</b>	<b>VMT</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>
RTP	18,965,353	4.974	9.244
Amendment	18,962,752	4.977	9.286
-----	-----	-----	-----
Difference	2,601	-0.003	-0.042
<b>YEAR 2025</b>	<b>VMT</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>
RTP	19,713,821	3.269	8.919
Amendment	19,701,626	3.271	8.958
-----	-----	-----	-----
Difference	12,195	-0.002	-0.039

\* The proposed Ventura County project will be operational after year 2005, therefore there are no emission differences between 'RTP' and 'Amendment.'

Note : VMT and emissions are based on Light and Medium vehicles  
VMT in miles/day and emissions in tons/day  
Regional emissions budget generated using Dtim/EMFACT 7F  
'RTP' is current 2001RTP without proposed projects  
'Amendment' includes three projects to the current RTP

In all cases, the proposed amendment results in insignificant changes in VMT and emissions. These insignificant differences fall within the existing gaps between the regional emissions and the emission budgets of the current federally conforming and approved 2001 RTP.

**Table B-1**  
**Emission Gaps - SCAB (2001 RTP / 2001 RTIP\*)**

		<b>Ozone Emissions (tons/day)</b>					
<b>Ozone Precursor</b>		<b>2002</b>	<b>2005</b>	<b>2008</b>	<b>2010</b>	<b>2020</b>	<b>2025</b>
<b>ROG (VOC)</b>	Budget	273.103	206.034	145.354	80.733	80.733	80.733
	RTP	269.499	201.738	143.900	80.311	49.734	46.308
	Gap	3.604	4.296	1.454	0.422	30.999	34.425
<b>NO<sub>x</sub></b>	Budget	447.119	369.122	310.078	277.766	277.766	277.766
	RTP	446.257	360.172	284.059	249.643	234.734	237.921
	Gap	0.862	8.950	26.019	28.123	43.032	39.845

		<b>NO<sub>2</sub> Emissions (tons/day)</b>			
<b>NO<sub>2</sub> Precursor</b>		<b>1994</b>	<b>2010</b>	<b>2020</b>	<b>2025</b>
<b>NO<sub>x</sub></b>	Budget	657.30	657.30	657.30	657.30
	RTP	---	379.91	359.94	366.05
	Gap	---	277.39	297.36	291.25

\* The regional emissions analysis for the 2001 RTP and the 2001 RTIP are identical.

**Table B-2**  
**Emission Gaps - VC/SCCAB (2001 RTP)**

		<b>Ozone Emissions (tons/day)</b>				
<b>Ozone Precursor</b>		<b>2002</b>	<b>2005</b>	<b>2010</b>	<b>2020</b>	<b>2025</b>
<b>ROG (VOC)</b>	Budget	12.47	9.82	9.82	9.82	9.82
	RTP	11.58	9.65	6.04	4.86	3.20
	Gap	0.89	0.17	3.78	4.96	6.62
<b>NO<sub>x</sub></b>	Budget	24.36	21.33	21.33	21.33	21.33
	RTP	22.78	19.13	13.47	13.91	13.42
	Gap	1.58	2.20	7.86	7.42	7.91

### **Findings (Regional Emissions)**

The existing regional emissions tables (Tables B-1 and B-2) prepared for the conformity findings of the 2001 RTP and 2001 RTIP show sufficient gaps to cover for the insignificant changes that would result from the proposed amendment to the 2001 RTP/RTIP for all applicable years.

Also, the build/no-build emissions analyses show the build (amendment) scenarios are less than the no-build (baseline) scenarios for all applicable years.

Therefore, SCAG infers that the inclusion of the amendment in the 2001 RTP (SCAB and VC / SCCAB) and in the 2001 RTIP (SCAB) is consistent with the required regional emissions analysis for conformity finding.

## FISCAL IMPACT

### **2001 RTP**

The amendment to the 2001 RTP includes the addition of the Arbor Vitae/I-405 interchange project (south half) in Los Angeles County, scope changes for the SR-79 project in Riverside County, and the addition of the US-101 project in Ventura County. The total costs of these projects, as amended into the 2001 RTP, are outlined below in constant 1997 dollars.

<b>Project</b>	<b>Project Cost (Constant 1997 dollars)<sup>1</sup></b>
Arbor Vitae / I-405 (south half)	\$43 million
SR-79	\$1 million (Phase 1) & \$22 million (Phase 2)
US-101	\$24 million

The costs of these amended projects represent an estimated .0625 percent of the SCAG region's total Plan cost of \$144 billion. Within the context of SCAG's region-wide financial plan, the total costs of these amended projects are negligible. Nevertheless, fiscal adjustments were reconciled based upon input from some of the local county transportation commissions. As a result, the 2001 RTP remains financially constrained.

#### ***Arbor Vitae / I-405 Interchange Project (south half)***

The southern portion of the Arbor Vitae project is estimated to cost \$43 million (expressed in constant 1997 dollars). In order to offset this additional expense in the 2001 RTP, initially identified Local Transportation Funds, National Highway, and Prop. C revenues totaling \$43 million were accounted for in SCAG's financial forecast.

#### ***SR-79 Project***

As a result of scope changes, the total cost for Riverside County's SR-79 lane widening project is estimated to increase by \$23 million (expressed in constant 1997 dollars). This \$23 million is comprised of approximately \$1 million in increased costs for phase one of the project (a change from an initial estimate of \$13 million as originally reflected in the 2001 RTP, to \$14 million due to amendments) and \$22 million in additional costs for phase two of the project. Funds from various miscellaneous lump sum categories were accounted for in order to offset the \$23 million in expenses.

#### ***US-101 Project***

The US-101 project in Ventura County is estimated to cost \$24 million (expressed in constant 1997 dollars). Funds from arterial lump sum categories were accounted for in order to reconcile this additional expense. Consequently, Table 5.7 on page 78 of the 2001 RTP will be amended to show \$111 million in arterial investments for Ventura County and \$2,365 million for the regional total. Also, page K-11 of the RTP Technical Appendix will be amended to show \$111 million in arterial investments.

---

<sup>1</sup> Consistent with the 2001 RTP, all costs outlined in this fiscal impact statement are expressed in constant 1997 dollars. The RTIP, however, provides project cost estimates in current dollars (ie. \$52 million for Arbor Vitae and \$26.3 million for SR-79). Any discrepancies between the costs outlined in this fiscal impact statement and other references to amended project costs reflect this difference in dollar expression.

## **2001 RTIP**

The amendment to the 2001 RTIP includes the addition of the Arbor Vitae/I-405 interchange project (south half) in Los Angeles County and scope changes for the SR-79 project in Riverside County. The inclusion of these two projects into the current 2001 RTIP is consistent with the federal financial constraint requirements. (Please note that the US-101 project in Ventura County will be completed in December 31, 2006, therefore there is no need to amend the 2001 RTIP for this project.)

### ***Arbor Vitae / I-405 Interchange (south half)***

The Arbor Vitae / I-405 Interchange project (south half) is scheduled for completion in the year 2004 and a total amount of \$52 million (in current dollars) will be invested for various aspects of this project from the federal and local sales tax sources. For more information on the LACMTA financial commitment and project listing see [Attachment D](#).

### ***SR-79 Project***

The current project is identified in the 2000 State Transportation Improvement Program (STIP) with funding in the amount of \$13.5 million (in current dollars). RCTC has identified a further \$26.3 million (in current dollars) in funding, bringing the total amount of funding for the project to \$40 million (in current dollars). Note that, due to the increase in the project scope, the new total project cost is estimated to be \$45 million (in current dollars). This project is scheduled for completion in 2007. For more information on the RCTC financial commitment and project listing see [Attachment E](#).



# **ADDENDUM TO THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS 2001 REGIONAL TRANSPORTATION PLAN UPDATE PROGRAM ENVIRONMENTAL IMPACT REPORT**

## **Summary**

SCAG adopted the 2001 Regional Transportation Plan (RTP) in April 2001. This action required the preparation of an Environmental Impact Report under the California Environmental Quality Act (CEQA). Accordingly, staff prepared a Program Environmental Impact Report (PEIR) that assessed the regional, program-level (i.e., Plan-level) environmental impacts of the RTP. SCAG's Regional Council certified the PEIR in April 2001 at the time of RTP adoption.

The 2001 RTP PEIR was a "first tier" document that focused on "broad policy alternatives and program-wide mitigation measures" (§15168 (b)(4)). Future CEQA documents will be prepared for specific projects within the Plan. CEQA guidelines section 15168, which governs program EIRs, does not require a program EIR to specifically list all subsequent activities that may be within its scope. Specifically, if site-specific EIRs or negative declarations will subsequently be prepared for specific projects within a program EIR, then site-specific analysis can be deferred until the project-level EIRs or negative declarations are prepared (§15168).

If a project is changed after the final EIR has been certified, then an additional CEQA review is necessary (§15162, §15163, and §15164). Provided that the change to the project is minor and does not cause additional significant impacts, then an addendum is required (§15164). An addendum must be supported by substantial evidence and must include the agency's findings on the project and a brief explanation of the decision not to prepare a subsequent EIR. The addendum need not be circulated for public review but it can be attached to or included with the final EIR. The decision-making body shall consider the addendum prior to making a decision on the project (§15164(d)).

## **Purpose**

This addendum to the 2001 Regional Transportation Plan Update Program Environmental Impact Report is a formal CEQA document (§15164) for the environmental review memo titled "No Further CEQA Compliance Required for the 2001 Regional Transportation Plan." The Regional Council will consider this addendum prior to making a decision on the RTP Amendment.

The purpose of this addendum is to formally include the following two projects in the RTP PEIR.

### *Riverside County Project*

The SR-79 widening project is a revision of an existing RTIP project. The original project description was to widen SR-79 to 4 lanes (2 each direction) from Newport Road to Keller Road in Riverside County. The revised project description is to widen SR-79 to 6 lanes (3 each direction) from Domenigoni Parkway to Hunter Road.

### *Ventura County Project*

The US-101 project is composed of several parts: 1) to add one lane in both directions between the Ventura County line and Hampshire Road; 2) to add a northbound lane between Hampshire Road and the connector to northbound SR-23; and 3) to realign ramps at Hampshire Road, pave the median and construct a new concrete barrier, and place a sound-wall on northbound US-101 from Hampshire Road under-crossing to Conejo School Road under-crossing.

These two additional projects represent an insignificant change to the 2001 RTP. The 2001 RTP PEIR database includes hundreds of specific projects, and, thus, these two specific projects are a negligible addition to the entire Plan. Furthermore, SR-79 and US-101 projects will both be fully assessed at the project-level by implementing agencies.

The SR-79 and US-101 projects were not directly included in the original 2001 RTP PEIR database; however, these projects are consistent with the scope of the 2001 RTP PEIR. The RTP PEIR broadly discussed potential significant impacts at the programmatic level, and was inclusive enough to incorporate these two additional projects. After assessing these two additional projects at the programmatic level, SCAG finds that these projects are consistent with the analysis and findings of the Program EIR. The SR-79 and US-101 projects do not significantly affect the comparison of alternatives nor the potential significant impacts in the PEIR. Thus, a subsequent or supplemental EIR (§15162 and §15163) is not required for the SR-79 and US-101 projects and this addendum fulfills the requirement of CEQA at the programmatic level.

### **Background:**

#### ***Impact Assessment Categories for SR-79 and US-101***

##### *Population, Employment and Housing:*

Potential impacts from the SR-79 and US-101 projects are consistent with the findings of the 2001 PEIR on population, employment, and housing. Although these projects could induce minor growth, this possible change from the predicted regional assumptions is less than significant (2001 RTP PEIR p. PH-25). The two additional projects could potentially displace a substantial number of homes or businesses. The displacement or relocation of residences and businesses through acquisition of land was included in the 2001 RTP PEIR and “would be considered a potentially significant impact” (PEIR p. PH-27).

Overall, potential impacts of these two additional projects are within the level of impacts discussed in the 2001 RTP Programmatic EIR. The 2001 RTP PEIR assessed potential impacts on population, employment, and housing, and the two additional projects are adequately covered at the programmatic level. Detailed project-level analysis for these specific projects will be conducted by implementing agencies.

### *Land Use:*

Potential impacts from the SR-79 and US-101 projects are consistent with the findings of the 2001 RTP PEIR on land use. The 2001 PEIR assessed potential impacts of highway projects on sensitive receptors, open space loss, and agricultural land loss or disturbance. The PEIR concluded that highway projects, including projects such as these two additional projects, might cause significant and unavoidable impacts on sensitive receptors, open space loss, and agricultural land loss or disturbance. The assessment in the PEIR Land Use chapter (p.LU-30, LU-36, and LU-38) adequately covered the two additional projects at the programmatic level.

### *Transportation:*

The SR-79 and US-101 projects are not expected to cause significant adverse impacts on transportation. It is possible that the SR-79 and US-101 projects could induce growth in surrounding areas. As stated above in the Population section, however, the amount of induced growth is expected to be minor, and, thus, increases in total daily vehicle miles of travel (VMT) associated with these projects would not appreciably increase. Therefore, adverse impacts associated with the two new transportation projects would be considered less than significant.

### *Air Quality:*

The widening to 3 lanes in each direction of Route 79 in Riverside County between Hunter Road and Domenigoni Parkway is not expected to cause a significant regional air quality impact. The magnitude of this project, in the context of a regional analysis, is considered to be negligible. The project is expected to provide congestion relief, which will contribute to improvements in air quality by reducing travel delays, engine idle time and unproductive fuel consumption. The emission reductions provided by this congestion relief project are expected to outweigh any potential VMT related emissions increase resulting from the additional lane.

The general purpose lane improvements to US-101 in Ventura County are not expected to cause a significant regional air quality impact. The magnitude of this project, in the context of a regional analysis, is considered to be negligible. The project is expected to provide congestion relief, which will contribute to improvements in air quality by reducing travel delays, engine idle time and unproductive fuel consumption. The emission reductions provided by this congestion relief project are expected to outweigh any potential VMT related emissions increase resulting from the additional lane.

### *Noise:*

The SR-79 and US-101 projects are consistent with the findings of the 2001 PEIR on noise. The PEIR concluded that projects to add highway lanes, might, potentially, cause significant, unavoidable impacts on noise-sensitive land uses. Grading and construction activities associated with the additional lanes may also substantially increase noise levels above ambient background levels, and, therefore, may cause significant, unavoidable impacts on

areas in the immediate vicinity of the construction site. The assessment in the PEIR Noise chapter (p. NS-25 and p. NS-33) adequately discusses these noise impacts at the programmatic level.

The potential impacts of the SR-79 and US-101 projects are within the level of impacts discussed in the 2001 RTP Program EIR. Detailed project-level analysis for specific projects will be conducted by implementing agencies on a project-by-project basis.

#### *Aesthetics and Views:*

The SR-79 and US-101 projects are not expected to cause significant adverse impacts on aesthetics or views. The widening to 3 lanes in each direction of Route 79 in Riverside County between Hunter Road and Domenigoni Parkway, and the general purpose lane improvements to US-101 in Ventura County are “modification projects.” The 2001 RTP PEIR stated that modification projects that widen “existing roadways would involve lesser changes to the visual environment” (p. VC-21). Neither Route 79 nor US-101 is designated as an official state or federal scenic highway. At the programmatic level, the two additional projects are not expected to cause significant impacts to aesthetics or views, and detailed project-level visual analysis for these specific projects may be conducted by implementing agencies.

#### *Biological Resources:*

The SR-79 and US-101 projects are consistent with the findings of the 2001 PEIR on biological resources. The PEIR concluded that projects to add highway lanes, could, potentially, cause significant, unavoidable impacts, including siltation of water resources, disturbances from construction noise, smoke, lights, etc., and displacement of riparian or wetland habitats (p. BR-60, BR-61, and BR-63). The two additional projects may also cause less than significant impacts, including removal or damage to natural vegetation and habitat loss associated with any minor induced population growth from the projects. Mitigation measures may reduce or eliminate potential impacts to biological resources. Detailed project-level analysis for specific projects, including project-level mitigation measures, will be conducted by implementing agencies on a project-by-project basis.

#### *Cultural Resources:*

The SR-79 and US-101 projects are consistent with the findings of the 2001 PEIR on cultural resources. The PEIR concluded that highway projects, including projects to add highway lanes, could, potentially, cause significant, unavoidable impacts on cultural resources, including impacts on historic, archaeological, and paleontological materials. Discussion of historic, archaeological, and paleontological impacts are included in the 2001 PEIR in the Cultural Resources Chapter and specifically cited on pages CR-42, CR-52, and CR-58.

The projects could also encounter human remains, although the impacts associated with human remains should be mitigated to less than significant (2001 RTP PEIR p. CR-63).

Detailed project-level analysis for specific projects, including project-level mitigation measures as appropriate, will be conducted by implementing agencies.

*Geology, Soil, and Seismicity:*

The SR-79 and US-101 projects are consistent with the findings of the 2001 PEIR on geology, soil, and seismicity. The PEIR concluded that highway projects, including projects to add highway lanes, may require substantial earthwork, and this earthwork could potentially increase erosion and slope failure and could alter unique geological features. These potentially significant impacts are included in the Geology, Soil, and Seismicity chapter of the 2001 PEIR (p. GS-23). Other potential impacts, such as affects on local geology and potential effects from seismic events, should be mitigated to less than significant. Detailed project-level analysis for these specific projects, including project-level mitigation measures as appropriate, will be conducted by implementing agencies.

*Energy:*

The widening to 3 lanes in each direction of Route 79 in Riverside County between Hunter Road and Domenigoni Parkway, and the general purpose lane improvements to US-101 in Ventura County are expected to cause a less than significant impact on consumption of petroleum or diesel fuels. The additional lanes should reduce congestion and, therefore, increase fuel efficiency per vehicle. Possible VMT increases associated with the projects are expected to be minor, and, thus, the benefit of increased fuel efficiency may be greater than the increase in VMT. Therefore, the projects may reduce fuel consumption.

The energy chapter of the 2001 RTP PEIR discussed potential impacts on energy at the programmatic level, and detailed analysis of energy consumption will be conducted by implementing agencies at the project-level.

*Water Resources:*

The SR-79 and US-101 projects are consistent with the findings of the 2001 PEIR on water resources. If additional lanes would require structures that must be anchored deep into the ground and that require dewatering of groundwater, then the impact would be potentially significant (2001 RTP PEIR p. WR-21). In general, potential impacts of the two potential projects would be mitigated to less than significant. For example, increases in flooding potential and decreases in both surface water quality and groundwater infiltration would be considered less than significant after mitigation (2001 RTP PEIR p. WR-12, WR-15, and WR-20).

The RTP Programmatic EIR discussed water resources at the programmatic level, and detailed analysis of impacts on water resources will be conducted by implementing agencies at the project-level.

#### *Public Services and Utilities:*

No significant impacts on public services and utilities would be expected from the SR-79 and US-101 projects. The level of police, fire, and medical services could be impacted during the construction phases, but it would be a less than significant impact after mitigation (2001 RTP PEIR p. PS-34). Solid waste would be generated during construction phases of these two projects, but the amount of solid waste would be less than significant impacts after mitigation (2001 RTP PEIR p. PS-37). The projects could, potentially, sever underground utility lines, but this would be considered a less than significant impact with mitigation (2001 RTP PEIR p. PS-40).

The RTP Programmatic EIR discussed public services and utilities at the programmatic level, and detailed analysis of impacts on public resources will be conducted by implementing agencies at the project-level.

#### *Comparison of Alternatives:*

The SR-79 and US-101 projects do not appreciably affect the comparison of alternatives in the 2001 RTP PEIR. The widening to 3 lanes in each direction of Route 79 in Riverside County between Hunter Road and Domenigoni Parkway, and the general purpose lane improvements to US-101 in Ventura County are within the scope of the programmatic-level comparison among the three alternatives considered in the 2001 RTP PEIR: 1) 2001 RTP, 2) the No Project Alternative, and 3) the 1998 Alternative. The analysis in the Comparison of Alternatives Chapter of the 2001 RTP PEIR is not significantly affected by the two additional projects, and, therefore, no further comparison is required at the programmatic level. Project-level comparison of alternatives, however, may be conducted by implementing agencies when they prepare CEQA documents for specific projects.

#### *Long-term Effects:*

The SR-79 and US-101 projects are within the scope of the discussion presented in the long-term effects chapter of the 2001 PEIR, which includes programmatic-level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts. Unavoidable and irreversible impacts from the two additional projects are covered by the unavoidable and irreversible impacts discussed in the 2001 PEIR. Unavoidable and irreversible impacts may be specifically analyzed by implementing agencies at the project-level. Growth induced by the additional two projects is not expected to substantially exceed planned growth in the area. Therefore, growth-inducing impacts are expected to be less than significant and consistent with the findings of the 2001 PEIR. The two additional projects would have a minor contribution to the programmatic-level cumulative impacts in the long-term effects chapter of the 2001 PEIR and, overall, the two projects are within the scope of the broad, programmatic-level impacts in the PEIR. Thus, the two additional projects are consistent with the findings on long-term effects in the 2001 PEIR.

The RTP Programmatic EIR discussed long-term effects at the programmatic level, and detailed analysis of impacts on long-term effects will be conducted by implementing agencies at the project-level.

## **Conclusion**

The SR-79 and US-101 projects are consistent with the scope of the 2001 RTP PEIR. These two additional projects do not significantly affect the comparison of alternatives nor the potential impacts at the programmatic level. Project-level analysis for these specific projects will be conducted by implementing agencies. Therefore, no further CEQA document is required for the SR-79 and US-101 projects at the programmatic level.

## ATTACHMENTS

- A LACMTA letter of request for addition of Arbor Vitae/I-405 Interchange project (south half) A-2
- B RCTC letter of request for revision of SR-79 widening project A-12
- C VCTC letter of request for addition of US-101 project A-21
- D LACMTA letter regarding Los Angeles County TIP Amendment A-23
- E RCTC letter regarding Riverside County TIP Amendment A-27
- F PM10 Construction-Related Emissions A-30
- G Mailing Lists for Transportation Conformity Working Group, Modeling Task Force, Regional Transportation Agencies' Coalition (RTAC), and RTAC Technical Advisory Committee (RTAC TAC) A-33
- H Public Participation A-63



## **ATTACHMENT A**

LACMTA letter of request for addition of Arbor Vitae/I-405 Interchange project (south half)



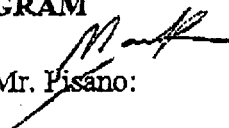
Metropolitan  
Transportation  
Authority

One Gateway Plaza  
Los Angeles, CA  
90012-2952

July 31, 2001

Mr. Mark Pisano  
Executive Director  
Southern California Association of Governments  
818 West Seventh Street, 12<sup>th</sup> floor  
Los Angeles, CA 90017-3435

**RE: DRAFT 2001 REGIONAL TRANSPORTATION IMPROVEMENT  
PROGRAM**

  
Dear Mr. Pisano:

MTA has completed its review of SCAG's Draft 2001 Regional Transportation Improvement Program (RTIP) which has been circulated for public review and agendized for Regional Council action. We support Regional Council adoption of the draft RTIP as circulated for public comment.

In particular, we are pleased to see that the Draft RTIP includes the Arbor Vitae/I-405 interchange (southern half). The Arbor Vitae Interchange project has been in Regional Transportation Plans (RTPs) and Regional Transportation Improvement Programs (RTIPs) since the early 1980s. This project has been proposed for many years to address congestion issues that currently exist, and is not an element of the recently proposed LAX expansion (see Attachment A). This project has been adopted by MTA as part of its Long Range Transportation Plan and the MTA Board specifically adopted a motion in support of completing the southern portion of this interchange to address existing mobility needs (see Attachment B).

It is critical that the RTIP retain this vital project and ensure consistency with MTA's plans and programs. Moreover, it is equally critical that SCAG reinstate the Arbor Vitae project in the adopted RTP.

The removal of the Arbor Vitae project was neither recommended in the draft RTP nor evaluated by MTA or the City of Los Angeles at the time of SCAG's RTP adoption hearing. As a result, neither MTA nor the City of Los Angeles had a fair opportunity to advise the Regional Council regarding the project's need. The Regional Council's action, therefore, was taken without appropriate technical analysis or the advice and consent of affected transportation commissions and cities.

MTA believes that when there are differences between projects adopted by county transportation commissions and their inclusion in the RTP or RTIP, such conflicts should be addressed between SCAG and the affected county before final regional action. In fact, such consultation is required by California Government Code Section 130059 requires SCAG to consult with county transportation commissions

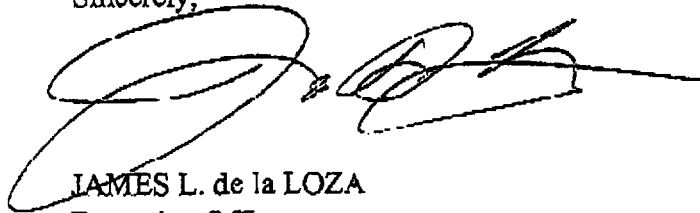
regarding the RTP, RTIP, and issues of mutual concern. Such consultation did not occur in the case of Arbor Vitae.

Additionally, the Regional Council's RTP action is in conflict with California Government Code Section 130057 which states that once a project has been in an approved RTIP, that it is SCAG's responsibility to allow the project to proceed to implementation based on the discretion of the transportation implementing agency. SCAG is impeding the efforts of both MTA and City of Los Angeles in implementing a project that is a baseline project that has been approved by the Regional Council in every RTP and RTIP since the early 1980s.

Finally, it is important to note that MTA also has the right to appeal project level conflicts with SCAG to the California Transportation Commission as described in California Government Code Section 130304. MTA believes, however, that the issues identified in this letter can be most expeditiously addressed at the regional level through the following actions: 1) SCAG approval the RTIP document that was circulated for public comment and included the Arbor Vitae project, 2) reinstating the Arbor Vitae project in the adopted 2001 RTP, and 3) a SCAG and CTC executive staff meeting to develop a predictable and reliable conflict resolution process to avoid similar programming conflicts in the future.

Thank you for your assistance on these issues.

Sincerely,



JAMES L. de la LOZA  
Executive Officer  
Countywide Planning and Development

#### Attachments

Attachment A – Arbor Vitae Interchange Project Summary

Attachment B – MTA Board Action Supporting Arbor Vitae Interchange Southern Portion

cc:

Bob Sassaman – Caltrans District 7  
Frances Banerjee – LADOT  
County Transportation Commission Executive Directors  
SCAG Regional Council and TCC Members

## Attachment A

### Arbor Vitae Interchange Project Summary

The need for an interchange at Arbor Vitae St./I-405 was identified in 1976 when the southern portion of Route 170 was deleted from the State Highway System. Route 170 was to have provided access between the I-405 and Los Angeles International Airport. The Arbor Vitae Interchange alternative was proposed to relieve traffic congestion at the I-405/Century, Manchester and La Tijera interchanges as well as to provide needed additional east-west access to Hollywood Park, the Forum and Centinela Hospital.

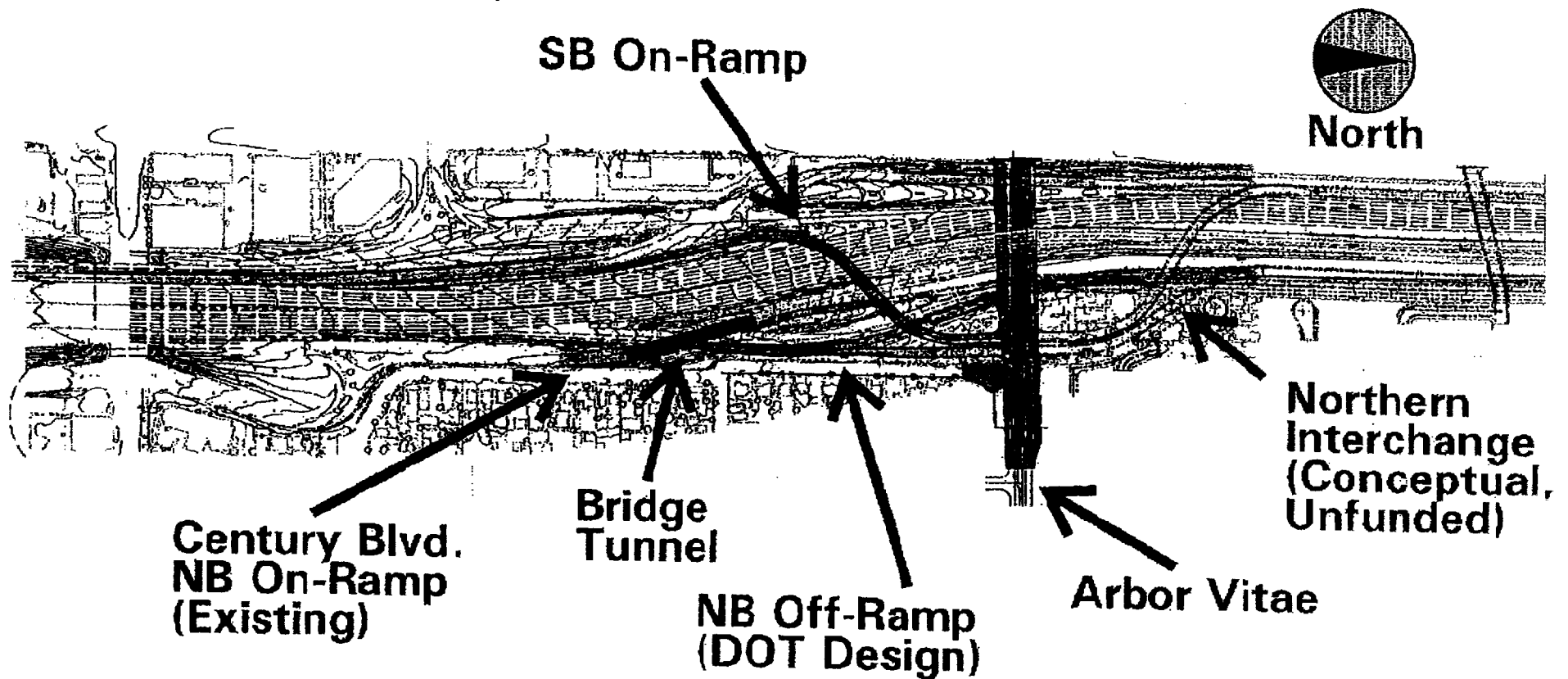
The Arbor Vitae Interchange was first programmed in the 1980 STIP as a full interchange (on ramps and off ramps for both northbound and southbound I-405 traffic). In 1989, voters approved the Transportation Blueprint (AB 471) that directed the CTC to designate approximately \$14 million in new revenues to the Arbor Vitae Interchange project. These new revenues resulted from the adoption of Proposition 111 that raised the State's sales tax on gasoline to 14 cents-a-gallon. It should be noted that no obligation was placed on the MTA or its predecessor agency, the LACTC, to provide funding for the project.

Since 1990, numerous programming actions with regard to the Arbor Vitae Interchange have been taken by both the CTC and MTA. Of note was the 1990 CTC action that downscoped the project from a full to a south half interchange. Through the 1997 and 2000 Call for Projects and the 1998 STIP, MTA programmed Regional Improvement Program (RIP) and Proposition C 25% funds to the half interchange project. Additionally, funds were programmed by the CTC through the 2000 Interregional Transportation Improvement Program (ITIP), the 25% STIP funds controlled by the State. Currently, the project is fully funded at \$53,435,000.

The Arbor Vitae Interchange (south half) was included in MTA's adopted 1995 and 2001 LRTPs as a baseline project. Further, it was included in previous SCAG Regional Transportation Plans (RTPs) and Regional Transportation Improvement Programs (RTIPs) that have met air quality conformity and have been approved by the CTC and Federal government (Federal TIP).

### Arbor Vitae Chronology and Status

- 1976 - The need for an east-west access from I-405 to LAX, Hollywood Park Racetrack, Inglewood Hospitals and the Forum was identified due to the deletion of Route 170 from the State Highway Program.
- 1980 - STIP- programmed \$9 million for a full interchange, escalated to \$11.93 in the 1988 STIP. The project was repeatedly postponed, due to funding constraints.
- 1989 - Arbor Vitae interchange added to state statute as part of blueprint legislation ratified by voters June, 1990.
- 1990 - STIP revision, \$15.4 million programmed for 93/84 STIP (\$12.75 unescalated). STIP revised to build half interchange for FY 1993-94 delivery.
- 1991 - FSR approved, accepted by CTC.
- 1991 - CTC approved STIP amendment to reprogram \$7.8 million of \$15.4 million, leaving the remaining funds for PSR/ row acquisition.
- 1992 - STIP, \$2.86 million for row and \$25.48 million to construct partial interchange (southern half, Inglewood access).
- 1994 - STIP amended \$2.86 million for row and \$24.17 for southern half
- 1996 - STIP amended, amount reduced by CTC to \$20.74 (unescalated) to encourage local participation/contribution.
- 1997 - MTA approves and submits for the '98 STIP \$8.7 million to LADOT for Arbor Vitae. MTA adds additional \$5 million (SB 45 reform). City of Los Angeles to provide \$1.966 in local match.
- 1998 - CTC requests project be deleted or fully funded, MTA adds an additional \$7.3 million to cover support costs (to be included in the project as a result of SB 45) and to fully fund the project for delivery in '01/02.
- 2000 - MTA approves \$7.894 in funds through the Call for Projects. Caltrans provided 111P match of \$7.894. The commitment fully funds the project at \$53.435.



## Arbor Vitae Street Interchange on Route 405



RICHARD J. RIORDAN  
MAYOR

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April 25, 2001

Mr. James L. de la Loza  
Executive Officer  
Countywide Planning and Development  
Los Angeles County Metropolitan Transportation Authority  
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Los Angeles, CA 90012-2952

**ARBOR VITAE RAMPS TO THE I-405 (SAN DIEGO FREEWAY)**

There has been some discussion about removing the I-405 Freeway/Arbor Vitae ramps from the Draft MTA Long Range Transportation Plan under consideration by the MTA Board. The purpose of this letter is to reiterate the justification for the project and to re-state the City of Los Angeles support for the project. For clarification purposes, the project under discussion is the proposed construction of ramps oriented to the south of the Arbor Vitae Bridge (i.e., northbound off-ramp and southbound on-ramp) which was approved in the 1997 Call for Projects, and is currently funded in the California State Transportation Improvement Program (STIP). The other half of the interchange, which is oriented to the north, is still under study and has not received the level of review as the current project.

We believe that deletion of this ramp project from the Long Range Transportation Plan would be problematic. Since the 1980's, the City of Los Angeles and the City of Inglewood have supported this improvement as a mitigation for the access restriction in the design of the I-105/I-405 Freeway interchange. In the absence of the proposed ramps, west-bound I-105 to north-bound I-405 traffic cannot exit the freeway until Manchester Avenue, far too north for access to the Airport. In 1997, in the bi-annual Call for Projects, MTA approved this project as part of a two-pronged effort to relieve existing congestion around the Airport. A memorandum of understanding between the City of Los Angeles and MTA was executed last year and the City has been working continually with Caltrans to implement this project. The benefits of the project are as follows:

- Currently, the I-405 Freeway ramps are congested at Century Boulevard and at Manchester Avenue (a CMP route). Respectively, these ramp intersections are rated at Level of Service (LOS) E and F respectively during the PM peak hour. The Arbor Vitae ramp project provides an alternative access to the two congested ramps and will also

April 25, 2001

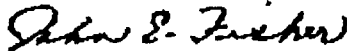
provide direct access to Inglewood, the Great Western Forum, the Hollywood Park Race Track, the West Los Angeles Community College, as well as Airport Car Rental Returns, Long Term Parking and the multitude of Cargo Facilities adjacent to LAX. The existing congested ramps could be improved to LOS D with the addition of the Arbor Vitae ramps (see attached table).

Further, the west-bound off-ramp from the I-105 (Century) Freeway to Sepulveda Boulevard is operating at LOS E with exiting traffic dangerously backing onto the mainline of the freeway. An improvement to widen that off-ramp was approved in the 1997 Call for Projects to reduce accidents, but it is generally concluded that the constriction of the Sepulveda tunnel under the LAX runway is the bottleneck for Sepulveda Boulevard and the only way to reduce that congestion is to provide alternative routes. The Arbor Vitae ramps on the I-405 Freeway provide a promising alternative where I-105 traffic to the Airport and related facilities can be alternatively routed.

It should be noted that this project was identified and addressed as necessary for relief of existing congestion since the mid-1980's. The project was included in the "Interim LAX Plan", which was evaluated the Airport at 40 million annual passengers (MAP) and in the "Coastal Corridor Transportation Specific Plan", which identified surface transportation improvements for the West Los Angeles communities, again under the assumption of only 40 MAP. Studies of other development projects in the area, such as the Playa Vista development, also indicate the need for the new ramps, with a continuous growth rate in traffic of over 3 percent per annum without assumed Master Plan development at the Airport.

The Department of Transportation would be pleased to provide additional information on the need for this project if required.

Sincerely,



for Frances T. Banerjee  
General Manager

Attachment

cc: Councilmember Ruth Galanter, 6<sup>th</sup> Council District  
Jaime de la Vega, Office of the Mayor  
Jim Richie, Los Angeles World Airports  
Bob Sassaman, Caltrans, District 7



**TABLE 1 -- WITH AND WITHOUT THE ARBOR VITAE RAMPS**

Interchange w/I-405 San Diego Freeway		1999		2020/No Build		-2020/ Build	
		NB Off- ramp		NB Off- ramp		NB Off- ramp	
		AM	PM	AM	PM	AM	PM
Century Blvd. ramps	Volume	1763	1382	2241	1757	1457	896
	LOS	F	E	F	F	E	D
Manchester Av. ramps	Volume	1569	1199	1995	1524	1217	762
	LOS	F	F	F	F	D	D

Source: Caltrans Data for Draft Project Report on the Interchange at Arbor Vitae St. and I-405 Fwy.

## Attachment B

MOTION by SUPERVISOR YVONNE B. BURKE  
May 24, 2001

The Arbor Vitae Interchange project has become the focus of community concern and controversy in relationship to the proposed expansion of LAX. The MTA Board has examined the status of the project and has made the following determinations.

The Arbor Vitae Interchange - Southern half, project (Project) as approved in the State Transportation Improvement Plan (STIP) is a project needed to relieve current congested conditions on the I-405 freeway and to facilitate access to destinations in Inglewood, LAX and areas adjacent to LAX.

The Project is an important transportation improvement whose origins date back to the planning of the I-105 freeway to address the concerns of the City of Inglewood. The Project addresses current congested conditions, it is fully funded and design is 25% completed.

The Project is included in the baseline of the adopted 2001 MTA Long Range Transportation Plan (LTRP). The term "Baseline" status indicates that the project is funded and will be an important element of the Los Angeles County's current transportation infrastructure. Baseline status further means that the Project's benefits are already included in evaluating future actions that will address congestion relief in the I-405 corridor.

The Arbor Vitae Interchange - **Northern half** is not a project, only an unapproved conceptual plan, **not included** in the STIP and **not funded** by the MTA, Caltrans, the State of California or LAX. The Northern extension is a project proposed to assist the expansion of LAX.

The MTA Board also recognizes community concerns over congestion and potential pollution that may occur with the planned expansion of LAX.

**I, THEREFORE, MOVE** that the MTA Board adopt the following positions:

- The **Arbor Vitae Project - Southern Portion** is needed to relieve current conditions associated with the I-405 corridor, and given this status, the MTA reaffirms its commitment to Project, and Project funding.
- The Southern Portion of the Project is not a project included in future LAX expansion plans as a mitigation but is referenced as an existing condition, and
- In recognition of the community concern over increased congestion on the surface streets surrounding the I-405 corridor associated with the LAX Masterplan, the MTA Board will not program, approve, fund or recommend for funding the Northern half of the Arbor Vitae Interchange until such a time as community issues with this project can be resolved to the satisfaction of the community.

## **ATTACHMENT B**

RCTC letter of request for revision of SR-79 widening project



**Riverside County  
Transportation Commission**

3560 University Avenue Suite 100 • Riverside, California 92501  
phone: (909)787-7141 • fax: (909)787-7920 • [www.rctc.org](http://www.rctc.org)

December 21, 2001

Mr. Mark Pisano, Executive Director  
Southern California Association of Governments  
818 West Seventh Street, 12<sup>th</sup> Floor  
Los Angeles, CA 90017

Subject: Request to Amend 2001 Regional Transportation Plan

Dear Mr. ~~Pisano~~: *MARK*

This letter is to formally request an amendment to the 2001 Regional Transportation Plan (RTP). We recently became aware of the need to change the project scope of one of our projects currently included in the baseline of the 2001 RTP. The project is located on State Route (SR) 79 near the City of Hemet. This project has been included in the Regional Transportation Improvement Program (RTIP) since 1993 and is part of our Measure A program of projects.

The scope of the Measure A SR 79 improvement project, as included in the SCAG RTP and RTIP, is to improve a section of this conventional highway from two to 4 lanes, including a 14' median. The project limits are from Newport Road on the north to Keller Road on the south. The project is funded with State Transportation Improvement Program (STIP) Regional Improvement Program (RIP) funds and Caltrans, as the lead agency for delivery of this project, is in the process of initiating the environmental phase.

The Federal Highway Administration (FHWA), after reviewing the proposed SR 79 project limits, determined that Newport Road to Keller Road does not constitute a "logical termini" for the proposed project. FHWA recommended that the limits for the environmental phase be Domenigoni Parkway on the north to Hunter Road on the south.

Domenigoni Parkway is the southerly terminus of a Route 79 Realignment Study currently being undertaken by the Cities of Hemet and San Jacinto, the County of Riverside, Caltrans and RCTC. The southern terminus (Hunter Road) extends the project southerly to where Route 79 currently exists as a six lane facility.

Mr. Mark Pisano  
December 21, 2001  
Page 2

As you are aware, the County of Riverside, RCTC and SCAG are in the process of conducting the Community and Environmental Transportation Acceptability Process (CETAP) which is the transportation element of the Riverside County Integrated Project. A major element of CETAP is the identification of two internal and two inter-county transportation corridors. One of the internal corridors (Winchester to Temecula) has alignment alternatives that roughly coincide with Route 79 from approximately Domenigoni Parkway on the north to various connections with I-15 on the south.

During the course of the draft traffic studies performed for the corridor assessment it has been determined that the Route 79 proposed 4 lane project from Domenigoni to Hunter will not be adequate to support projected 2025 traffic. Please note the document "Draft Traffic Report for the Winchester to Temecula Corridor"

The SCAG model output for this segment of roadway projects that 2025 traffic projections will result in a V/C ratio ranging from 1.42 to 1.57 with a level of service of "F".

The project description in the 2001 RTIP reads:

"Widen from 2 to 4 lanes Keller to Newport"

We are requesting to change the limits and description as follows:

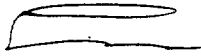
"In Western Riverside County, On State Route 79 – Widen from 2 to 6 lanes from Domenigoni Parkway to Hunter Road"

The current project is identified in the 2000 STIP. The cost of the expanded project limits (Domenigoni Parkway to Hunter Road) will be funded with the adoption of the 2002 STIP. The County of Riverside will fund all aspects of the additional two lanes. The project is scheduled for construction in fiscal year 2004/05.

Mr. Mark Pisano  
December 21, 2001  
Page 3

If you have any questions or need additional information, please contact Hideo Sugita or myself at (909) 787-7141.

Sincerely,



Eric A. Haley  
Executive Director

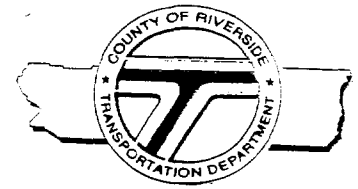
cc: Jim Venable, Supervisor, 3<sup>rd</sup> District, Riverside County  
Tom Mullen, Supervisor, 5<sup>th</sup> District, Riverside County  
Jim Gosnell, SCAG, Director, Planning and Policy  
Anne Mayer, District Director, Caltrans District 08  
Garry Cohoe, Caltrans 08  
Jeff Lewis, FHWA  
Maryanne Rondinella, FHWA  
Richard Lashbrook, County of Riverside  
Dave Barnhart, County of Riverside  
Hasan Ikhata, SCAG  
Charles Keynejad, SCAG  
✓ Rosemary Ayala, SCAG

Attachments



**COUNTY OF RIVERSIDE**  
**TRANSPORTATION AND**  
**LAND MANAGEMENT AGENCY**

**Transportation Department**



David E. Barnhart  
Director of Transportation

57370

November 13, 2001

SENT VIA FACSIMILE ON 11/14/01 ✓

Mr. Eric Haley  
Riverside County Transportation Commission  
3560 University Avenue, Suite 100  
Riverside, California 92501

Attention: Hideo Sugita

**RE: State Route 79, Winchester Road**

Dear Mr. Haley:



I am writing this letter as a follow up to the Project Development Team meeting that occurred last week at Caltrans. The purpose of the meeting was to discuss the scope of work for the SR 79 Measure A project. RCTC and Caltrans have initiated the preliminary engineering and environmental work for the project. The project identified in Measure A proposes to widen SR 79 to four lanes from old Newport Road south to Keller Road. There have been significant changes that have transpired since the Measure A project was originally contemplated in 1988, causing the scope of the project to be reconsidered for study in the environmental document.

The construction of Domenigoni Parkway, in conjunction with the Diamond Valley Reservoir, has replaced old Newport Road as the primary east-west arterial in the area. Domenigoni Parkway is located about ¾ mile farther north than old Newport Road, causing the northerly project limits to be extended to Domenigoni Parkway. SR 79 south of Hunter into the City of Temecula has been constructed to its ultimate six-lane configuration. We believe that it only makes sense to extend the southern limits studied in the environmental document to Hunter Road. We suggest the new boundaries studied should include Domenigoni Parkway on the north and Hunter Road to the south to create logical termini. We understand that both FHWA and Caltrans support the suggested limits for inclusion in the environmental document.

The other matter of concern has to do with the width of road that should be studied. While the Measure A project mentioned the need for four lanes, the growth projections show the need to widen SR 79 to six lanes the entire length. The County's current General Plan calls for the ultimate width of SR 79 to be six lanes. This area of the County is experiencing significant growth, and the

cc: H. Sugita, B. Hughes, G. Quintero

4080 Lemon Street, 8th Floor • Riverside, California 92501 • (909) 955-6740  
P.O. Box 1090 • Riverside, California 92502-1090 • FAX (909) 955-6721

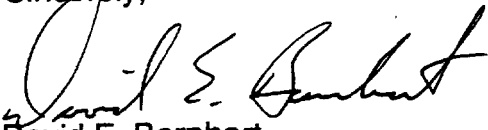
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A-16

indications are that growth will continue. The traffic projections being generated as part of the RCIP also support the need for six lanes. The traffic projections alone support the six-lane improvements. It makes sense to us from a timing standpoint to environmentally clear the full six lanes at this time. Caltrans has indicated that clearing six lanes up front will not add significantly to their study efforts.

We realize the SR 79 Measure A project only anticipated the initial need for four lanes from Old Newport Road to Keller Road. However, we believe six lanes will be needed in the very near term from Domenigoni Parkway to Hunter Road. The County has put together a finance team that is looking at ways to fund the construction of the additional improvements, beyond those stated in Measure A. Our goal is to have the finances in place when the project is ready to go to construction.

We look forward to working cooperatively with RCTC and Caltrans in an effort to bring these much needed transportation improvements to a reality quickly. If you have any questions or need any additional information, please contact my office.

Sincerely,



David E. Barnhart  
Director of Transportation

DEB:GAJ

cc: Supervisor Jim Venable  
Richard Lashbrook  
Safaa Bayati, Caltrans



**DEPARTMENT OF TRANSPORTATION**

464 West Fourth Street, 6<sup>th</sup> Floor  
SAN BERNARDINO, CA 92401-1400  
PHONE (909) 383-6480  
FAX (909) 383-6239  
TTY (916) 654-4086



*Flex your power!  
Be energy efficient!*

November 14, 2001

Mr. Hideo D. Sugita  
Deputy Executive Director  
Riverside County Transportation Commission  
3560 University Ave.  
Riverside, California 92501

Dear Mr. Sugita:

This letter is to restate the conclusions reached at the November 8, 2001 Project Development Team meeting which you attended at the Caltrans District 8 Headquarters Building. At that meeting it was clear that changes in the original concept for SR 79 improvements, as approved by the voters in Measure 'A', must be amended due to changing conditions and regulatory requirements.

First, the original termini of the project, from Newport to Keller Avenues cannot meet the "logical termini" requirements of FHWA. This would disallow use of any federal funds on the project to continue as originally planned. The appropriate termini of this project have been identified as extending from Hunter Rd., where the existing 4-lane improvements from I-15 end, northward to Domenigoni Parkway, where it will eventually connect with the "Hemet Bypass" project. An additional \$500,000 will be required to obtain environmental clearance of this additional segment of highway.

Second, the Route Concept Report and the County's Master Plan of Streets identifies this segment of Rte 79 as a six-lane facility. To provide a satisfactory level of service for the 20-year planning window, a six-lane facility will be required. Consequently, it is imperative that we plan and environmentally clear 6-lane project for this route.

Caltrans is in the position to provide all environmental studies, engineering and right-of-way acquisition services required for this project. We commit to full effort in this regard. Riverside County staff is recommending providing full funding for the difference in cost between the Measure 'A' project and the additional cost of constructing a 6-lane facility and extending the improvements from Newport Rd south to Hunter Rd. The mechanism for payment is an "Improvement Benefit District" which is already in study. The issue will be before the Board shortly and is being fast-tracked.

000022

Mr. Hideo D. Sugita  
November 14, 2001  
Page 2

If the County cannot obtain their share of the funding, the project as originally scoped, 4-lanes from Keller Rd to Domenigoni Parkway, would be constructed. The other improvements would not be constructed until funding became available.

We hereby request that you bring to your Commission for action, a request that the Riverside County Transportation Commission support this arrangement, which would add previously Commission approved funds to the other funding that has been proposed for this project. This would allow a full 6-lane project to be constructed to serve this area that would meet logical termini and future planning needs.

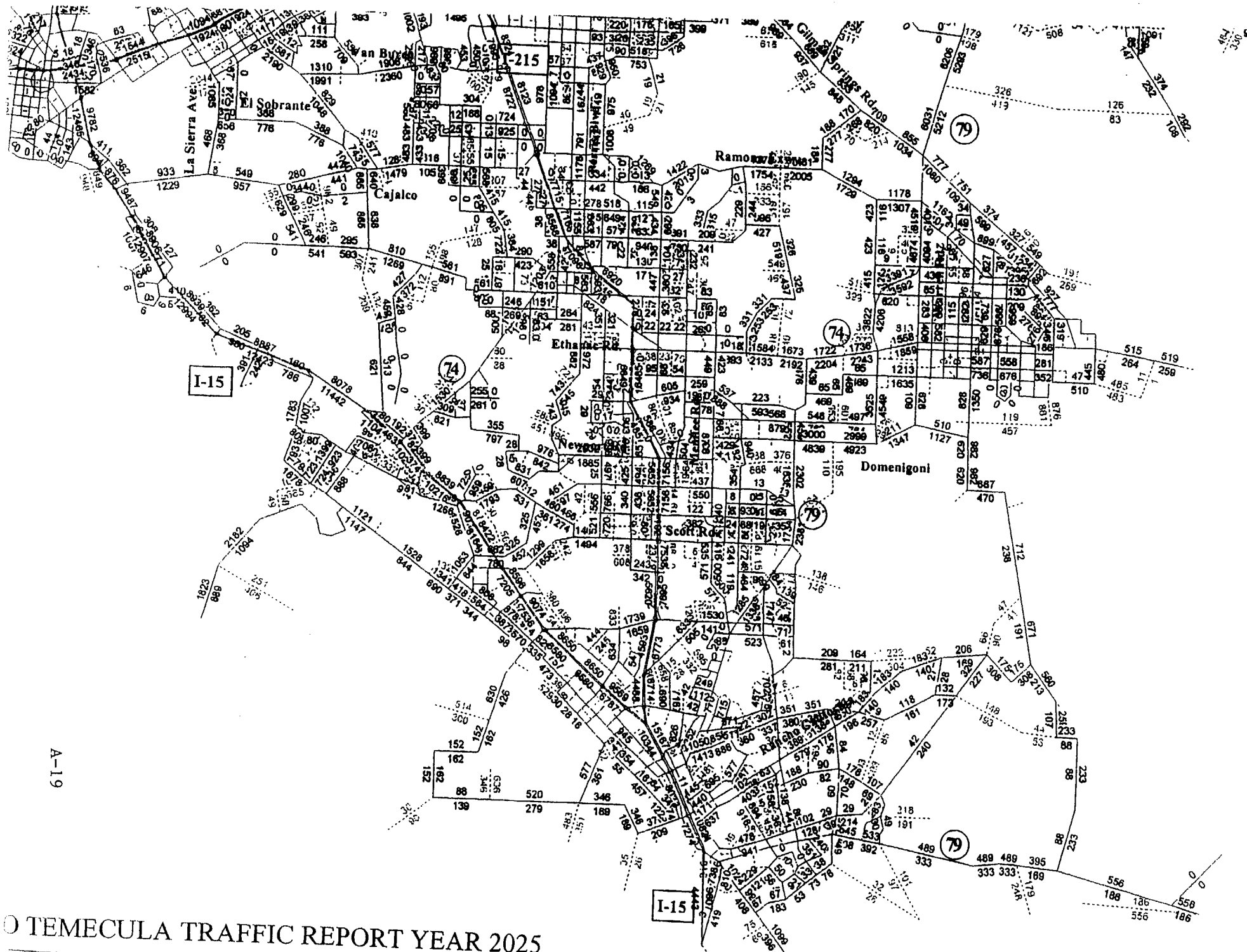
If you need further information, please contact me at 383-6480.

Sincerely,

SAFAA BAYATI  
Project Manager  
District 8

Cc: GJohnson, Riverside County  
RDeming, District 6, Environmental  
GCohoe

000023



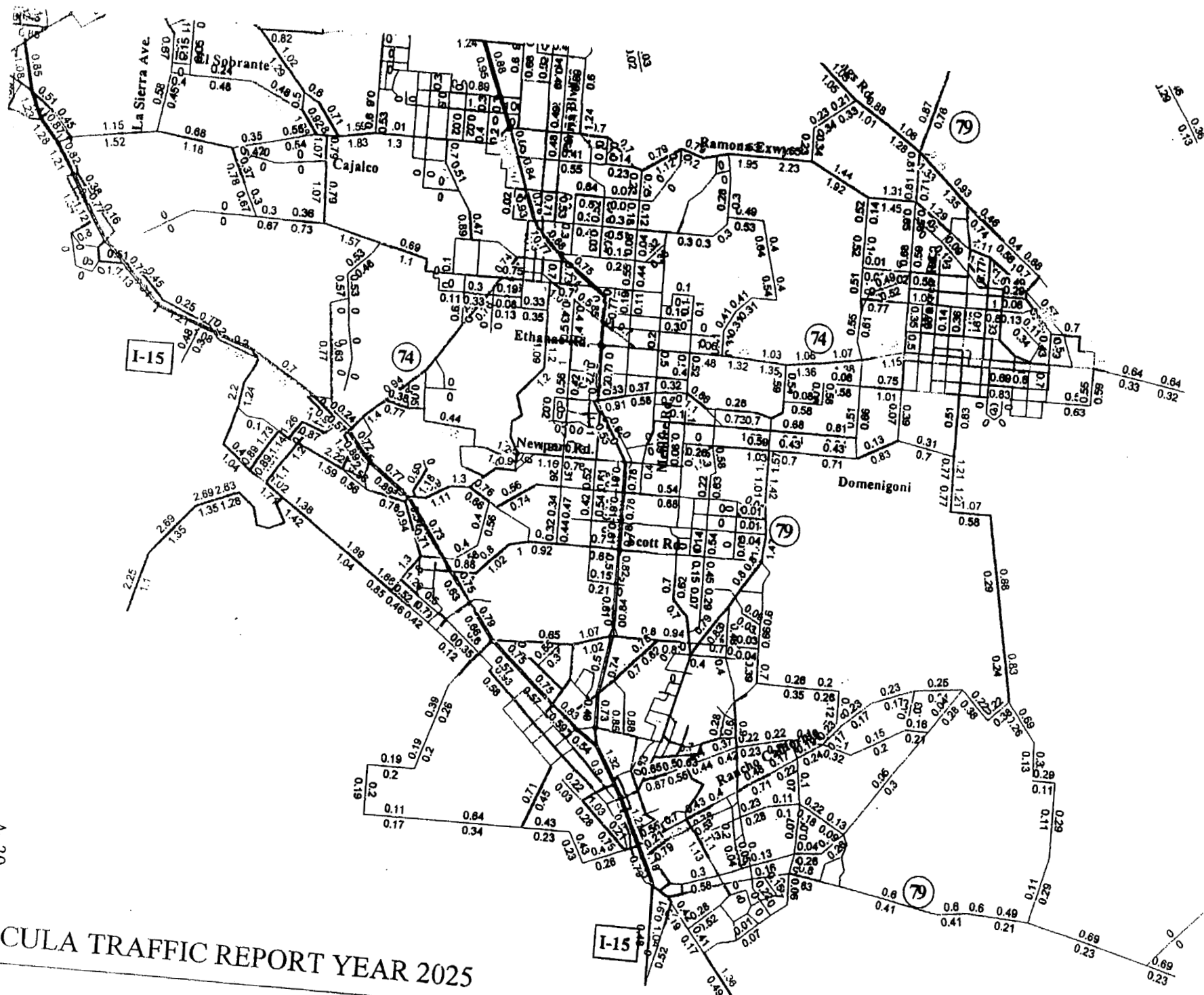
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O TEMECULA TRAFFIC REPORT YEAR 2025

BASE

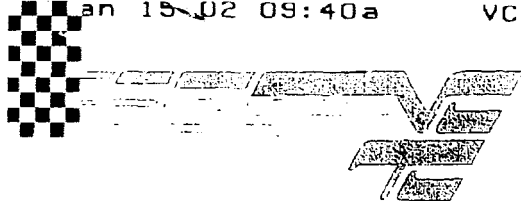
# MECULA TRAFFIC REPORT YEAR 2025

BASE  
PM PEAK HOUR V/C RATIOS (including Truck Traffic)



## **ATTACHMENT C**

VCTC letter of request for addition of US-101 project



**VENTURA COUNTY  
TRANSPORTATION COMMISSION**

950 County Square Drive, Suite 207  
Ventura, CA 93003

(805) 642-1591  
FAX (805) 642-4860  
<http://www.goventura.org>

January 7, 2002

Mr. Jim Gosnell  
Southern California  
Association of Governments  
818 W. Seventh St., 12<sup>th</sup> Floor  
Los Angeles, CA 90017

Dear Jim:

The Ventura County Transportation Commission (VCTC) hereby requests an amendment to the Regional Transportation Program (RTP) to include the following project:

- Route 101 from L.A. County Line to Route 23 Freeway – Construct continuous auxiliary lane.

The RTP already contains a project to widen the Route 23 Freeway from Route 118 to Route 101. In the process of working with Caltrans to define the proper scope of the Route 23 widening, we determined that operational improvements are needed to the Route 23/101 interchange for proper functioning of the widened Route 23 Freeway. These improvements include joining the Route 101 auxiliary lanes to form a continuous added lane in each direction from the 23 Freeway to the L.A. County Line. Since this Route 101 improvement is considered part of the Route 23 widening project included in the RTP, VCTC has requested inclusion of the Route 101 improvement in the STIP. However, should there be an opportunity to amend the RTP, VCTC requests the Route 101 improvement be explicitly included for purposes of ensuring clarity.

Thank you for your consideration of this request. Should your staff have any questions they should contact Peter De Haan at (805) 642-1591, extension 106.

Sincerely,

Ginger Gherardi  
Executive Director

G:\pete\02-1\VRTPAmend.doc

## **ATTACHMENT D**

LACMTA letter regarding Los Angeles County TIP Amendment



Metropolitan  
Transportation  
Authority

One Gateway Plaza  
Los Angeles, CA  
90012-2952

January 8, 2002

Ms. Sylvia Patsaouras  
Performance, Assessment and Implementation  
Southern California Association of Governments  
818 West Seventh Street, Suite 1200  
Los Angeles, CA 90017

Attention: Ms. Rosemary Ayala

### LOS ANGELES COUNTY TIP AMENDMENT

Dear Ms. Patsaouras:

The Los Angeles County Metropolitan Transportation Authority (MTA) is hereby re-submitting the Arbor Vitae project for inclusion in the 2001 Regional Transportation Plan (RTP) and the 2001 Regional Transportation Improvement Program (RTIP). Please review, approve, and transmit this amendment to state and federal funding agencies. Enclosed please find the TIP sheet for the Arbor Vitae project with the correct funding.

MTA staff has confirmed that there are sufficient funds available for this project to be updated in the RTIP and the 2001 Regional Transportation Plan (RTP). This amendment is financially constrained, and the funding does not impact any project in the current 2001 RTIP. It also provides for the continuation of Los Angeles County's timely implementation of Transportation Control Measures (TCMs).

Please call Herman Cheng at (213) 922-2453 if you have any questions or need additional information. Thank you for your assistance.

Sincerely,

FRANK FLORES  
Deputy Executive Officer  
Long Range Planning and Programming

Enclosure



# SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

County Proposed Amendments  
 SORT: BY SOURCE  
 Project ID 49160

2001 Federal TIP(FY 2000/01 - 2005/2006)  
 Project Report

Print Date: **1/11/20**

Transit State Local  
 County: **LOS ANGELES**

<b>System S</b>	<b>Lead Agency</b> CALTRANS		
<b>Route</b> 405	<b>Source/FTIP</b> 01FTIP		
<b>Post Mile</b> 22.20	<b>Env. Doc.</b> ND		<b>Amend #</b> 3
to 23.40		12/31/99	<b>Basin</b> SCAB
<b>Element</b> ST30	<b>TCM</b>		<b>Model #</b> 1090
<b>Program</b> HE11	<b>County</b> LOS ANGELES		<b>Change Reason</b> NEW PRJ
<b>Yr Added</b> 1988	<b>Description:</b>		<b>Completion Date</b> 06/01/04
	IN INGLEWOOD AT ARBOR VITAE AVENUE - CONSTRUCT SOUTH HALF OF INTER- CHANGE		

	Fund Name	YEAR	Eng. Cost	R/W Cost	Cons. Cost	Fund Total	
FEDERAL	NH	2000/2001	\$3,247			\$3,247	
	NH	2001/2002	\$2,332	6,883		\$9,215	
	NH	2003/2004			33,815	\$33,815	
						<u>\$46,277</u>	Subtotal
LOCAL	LTF	2001/2002			1,966	\$1,966	
						<u>\$1,966</u>	Subtotal
	PC20	2001/2002			3,884	\$3,884	
						<u>\$3,884</u>	Subtotal

# SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2001 Federal TIP(FY 2000/01 - 2005/2006)

Project Report

Print Date: **1/11/20**

County Proposed Amendments  
SORT: BY SOURCE  
Project ID 49160

Transit State Local

County: **LOS ANGELES**

<u>\$5,579</u>	<u>\$6,883</u>	<u>\$39,665</u>
----------------	----------------	-----------------

(Funds are in thousands of dollars)

**Total Cost: \$52,127**

Comments:

I=3,816 (NEW 2000 IIP); NH=31,797 (1998 RIP); STP=3,816+4,897=8,713 (NEW 2000 RIP);

**ATTACHMENT E**

RCTC letter regarding Riverside County TIP Amendment



**Riverside County  
Transportation Commission**

3560 University Avenue Suite 100 • Riverside, California 92501  
phone: (909)787-7141 • fax: (909)787-7920 • [www.rctc.org](http://www.rctc.org)

January 14, 2002

Ms. Sylvia Patsaouras  
RTIP Program  
Southern California Association of Governments  
818 West Seventh Street, 12<sup>th</sup> Floor  
Los Angeles, CA 90017

Re: 2001 RTP and 2001 RTIP Amendment to Include Rte 79 Project

Dear Sylvia:

On December 21, 2001, a letter was sent to SCAG requesting an amendment to the 2001 Regional Transportation Plan (RTP). The purpose of this letter is to also confirm our intentions of including the Route 79 project as part of an amendment to the 2001 Regional Transportation Improvement Program (RTIP). Please refer to the December 21, 2001 letter (attached) which explains the details of the request.

The Route 79 amendment is financially constrained and will not adversely impact any projects currently programmed in the 2001 RTIP.

A copy of the current TIP sheet is also included which I have marked-up to show the appropriate changes. If you have any further questions, please contact me at (909) 787-7141.

Sincerely,

A handwritten signature in cursive script that reads "Shirley Medina".

Shirley Medina  
Program Manager

Cc: Rosemary Ayala, SCAG

# SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

County Proposed Amendments  
 SORT: BY SOURCE  
 Project ID 46460

2001 Federal TIP(FY 2000/01 - 2005/2006)  
 Project Report

Print Date: **1/14/20**

Transit State Local  
 County: **RIVERSIDE**

<b>System S</b>	<b>Lead Agency</b> CALTRANS	
<b>Route</b> 79	<b>Source/FTIP</b> 01FTIP	
<b>Post Mile</b> 6.00	<b>Env. Doc.</b> ND	<b>Amend #</b> 3
to 15.80	06/30/02	<b>Basin</b> SCAB
<b>Element</b> ST10	<b>TCM</b> N	<b>Model #</b> 3218
<b>Program</b> HE13	<b>County</b> RIVERSIDE	<b>Change Reason</b> LEAD CHG
<b>Yr Added</b> 1993		<b>Completion Date</b> 06/30/07

**Description:**

IN WESTERN RIVERSIDE COUNTY ON STATE ROUTE 79 - WIDEN FROM 2 TO 6 LANES FROM HUNTER RD TO DOMENIGONI PKWY

	Fund Name	YEAR	Eng. Cost	R/W Cost	Cons. Cost	Fund Total	
FEDERAL	NH	2002/2003	\$2,012	1,976		\$3,988	
	NH	2004/2005			10,857	\$10,857	
						<u>\$14,845</u>	Subtotal
LOCAL	CO	2004/2005			25,000	\$25,000	
						<u>\$25,000</u>	Subtotal
			<u>\$2,012</u>	<u>\$1,976</u>	<u>\$35,857</u>		

(Funds are in thousands of dollars)

**Total Cost: \$39,845**

**Comments:**

RIP: 98 STIP Aug = \$13,522, 2002 RIP = \$1,323 and reflects project phase 1. Phase 2 - Hunter to Domenenigoni = \$30,000 TBD - TPC = \$44,845.

## **ATTACHMENT F**

### **PM10 Construction-Related Emissions**

**Roadway construction-related PM10 (SCAB) -Year 2010**

Amendments	Lane Miles	Total Lane Miles
Arbor Vitae/ I-405 Interchange Project	1.2	2.4
SR 79 Widening Project	9.8	19.6
Total	11.0	22.0

**Excerpt from the current 2001 RTP / RTIP (SCAB)**

Total lane miles and the associated emissions	40,536.0
PM10 Emissions Associated with the total lane miles (tons/day)	2.9

Amendments as % of the current RTP/RTIP lane miles (22.0 / 40,536.0)	0.000543
Emission increased by the amendments (2.9 * 0.000543)	0.001574

# ATTACHMENT 4

Airbasin	SCAB		New Construction		Acreage Disturbed			PM10	Controlled
Year	RTP Plan		2000					Emissions	PM10
	2000		2000					(ton/day)	(ton/day)
	Lane Miles	Cntr. Miles	Lane Miles	Cntr. Miles	Lane Miles	Cntr. Miles	Total		
Freeway	7,424	2,061	0	0					
Principal Arterial	12,735	5,832	0	0					
Minor Arterial	13,591	3,077	0	0					
Major Collector	4,074	3,263	0	0					
HOV 2ppv	720	704	0	0					
HOV 3 ppv	20	20	0	0					
Totl	292	137	0	0					
Total	38,856	20,094	0	0					
Year	2010		2010						
	Lane Miles	Cntr. Miles	Lane Miles	Cntr. Miles					
Freeway	8,009	2,267	585	206	0.00	2496.97	2496.97	1.35	1.22
Principal Arterial	13,199	6,014	464	182	0.00	1676.61	1676.61	0.91	0.82
Minor Arterial	13,680	7,962	89	(115)	345.21	0.00	345.21	0.19	0.17
Major Collector	4,165	3,279	91	16	166.79	147.39	314.18	0.17	0.15
HOV 2ppv	1,058	1,041	213	212	566.93	0.00	566.93	0.31	0.28
HOV 3 ppv	20	20	0	0	0.00	0.00	0.00	0.00	0.00
Totl	405	182	113	45	0.00	545.45	545.45	0.30	0.27
Total	40,536	20,765	1,555	546	1078.93	4866.42	5945.36	3.23	2.90
Year	2020		2020						
	Lane Miles	Cntr. Miles	Lane Miles	Cntr. Miles					
Freeway	8,267	2,332	258	65	0.00	787.88	787.88	0.43	0.38
Principal Arterial	13,303	5,851	104	(163)	403.39	0.00	403.39	0.22	0.20
Minor Arterial	14,107	8,136	427	174	0.00	1602.91	1602.91	0.87	0.78
Major Collector	4,224	3,282	59	3	193.94	27.64	221.58	0.12	0.11
HOV 2ppv	1,130	1,114	72	73	192.00	0.00	192.00	0.10	0.09
HOV 3 ppv	20	20	0	0	0.00	0.00	0.00	0.00	0.00
Totl	649	185	244	3	911.52	36.36	947.88	0.51	0.46
Total	41,700	20,920	1,164	155	1700.85	2454.79	4155.64	2.25	2.03
Year	2025		2025						
	Lane Miles	Cntr. Miles	Lane Miles	Cntr. Miles					
Freeway	8,315	2,332	48	0	128.00	0.00	128.00	0.14	0.12
Principal Arterial	13,316	5,857	13	6	0.00	55.27	55.27	0.06	0.05
Minor Arterial	14,131	8,136	24	0	93.09	0.00	93.09	0.10	0.09
Major Collector	4,259	3,282	35	0	135.76	0.00	135.76	0.15	0.13
HOV 2ppv	1,251	1,234	121	120	322.67	0.00	322.67	0.35	0.32
HOV 3 ppv	20	20	0	0	0.00	0.00	0.00	0.00	0.00
Totl	648	185	(1)	0	0.00	0.00	0.00	0.00	0.00
Total	41,940	21,046	240	126	679.52	55.27	734.79	0.80	0.72

## Notes:

- Estimates of acreages disturbed were calculated using the ARB Area Source Emission Inventory Methodology, Section 7.8, Road Construction Dust, as shown to the right;
- The calculation of daily emissions assumes that projects will be constructed at any time between milestone years, and that average daily emissions are equal to annual emissions divided by 365.
- The emission factor used, 0.11 ton PM10 per acre-month of construction activity, derives from the ARB Methodology.
- For years in which lane or centerline miles declined emissions were assumed to be zero.
- Per the ARB Methodology, centerline miles for freeways were assumed to comprise 5 lanes, and all others were assumed to comprise 3 lanes except for HOV lanes. Only those lane miles in excess of centerline-miles x # of lanes were assumed to be constructed as single-lane widening projects.
- Controlled PM10 emissions represent uncontrolled PM10 emissions reduced by the 10% control factor estimated in the 1997 South Coast AQMP for adoption and enforcement of amendments to Rule 403.
- Review of the 2001 RTP found that 125 miles of 2-passenger-per-vehicle HOV lane construction consisted solely of restriping existing pavement which generates no fugitive dust.

## ARB Factors:

	Construction Width (ft)		Acreage Exposed (ac)	
	Lane Miles	Cntr. Miles	Lane Miles	Cntr. Miles
Freeway	22	100	2.67	12.12
Principal Arterial	32	76	3.88	9.21
Minor Arterial	32	76	3.88	9.21
Major Collector	32	76	3.88	9.21
HOV 2ppv	22		2.67	
HOV 3 ppv	22		2.67	
Totl	22	100	2.67	12.12



## **ATTACHMENT G**

### **Mailing Lists for:**

Transportation Conformity Working Group *A-34*

Modeling Task Force *A-44*

Regional Transportation Agencies' Coalition (RTAC) *A-53*

RTAC Technical Advisory Committee (RTAC TAC) *A-57*

***Hoffman, Molly M., Senior Regional Planner ***So Calif Assoc of Govts Plan & Policy	***** ***** , ** *****	WP
***Vasisht, Ashwani, Assistant Regional Planner (Environ ***So Calif Assoc of Govts Plan & Policy	***** ***** , ** *****	908 WP (213) 236-1963 WF
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Bazinet, Tim, Mr. Programs Development Division Los Angeles County DPW Public Works Department	900 S Fremont Avenue 11th Floor Alhambra, CA 91802	(213) 974-1311 CP (213) 620-0636 CF (626) 458-3937 WP (626) 458-3192 WF
Birdsall, Steve, Mr. Agricultural Commission Imperial County	150 S. Ninth Street El Centro, CA 92243	(760) 339-4290 CP (760) 353-9347 CF (760) 339-4314 WP (760) 353-9420 WF
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Brannon, E. Felicia, Ms. Government Relations Representative Long Beach Transit	1963 E. Anaheim Street Long Beach, CA 90813	(562) 599-8571 WP (562) 218-1994 WF
Brucker, Mark C., Mr.  US EPA (AIR-2)	75 Hawthorne Street Air 2 San Francisco, CA 94105-3919	(415) 972-3958 CP (415) 947-3553 CF (415) 972-3958 WP (415) 947-3579 WF
Bryant, Marty, Mr. City Project Development Administrator City of Irvine Public Works Department	One Civic Center Place Irvine, CA 92713	(949) 724-6001 CP (949) 724-6045 CF (949) 724-7340 WP (949) 724-7517 WF

Buttner, Paul, Mr.	1001 I Street	WP
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Policy Director	Los Angeles, CA 90025	(310) 446-4362 WF
Coalition For Clean Air		
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Carpio, Cecil, Ms.	407 Exton Avenue, #4	(310) 412-5289 WP
Aviation Commissioner	Inglewood, CA 90302	(310) 330-5787 WF
City of Inglewood		
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Daly, Barbie, Ms.	PO Box 53770	(949) 754-3400 CP
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Transportation Corridor Agencies		(949) 954-3466 WP
		(949) 754-3467 WF
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Gov't Affairs, Riverside Transit		
Agency		
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Dulla, Robert G., Mr. Senior Partner Sierra Research Air Pollution Research and Control	1801 J Street Sacramento, CA 95814	(916) 444-6666 WP (916) 444-8373 WF
Easter, Luisa D., Ms. Associate Transportation Planner Caltrans - District 12 Transportation Planning Branch	3337 Michelson Dr. Suite CN 380 Irvine, CA 92612-1699	(949) 724-2000 CP CF (949) 724-2971 WP (949) 724-2592 WF
Eisinger, Douglas S., Mr. Manager, Policy & Planning Sonoma Technology, Inc.	1360 Redwood Way Suite C Petaluma, CA 94954-1165	(707) 665-9900 WP (707) 665-9800 WF
Emerson, Norman H., Mr. Principal Emerson & Associates	3250 Wilshire Blvd., Suite 811 Los Angeles, CA 90010	(213) 481-3731 WP (213) 427-3685 WF
Evans, Everett, Mr. Chief Caltrans - District 12 Transportation Planning Department	3337 Michelson Drive CN 380 Irvine, CA 92612-1699	(949) 724-2000 CP CF (949) 223-5436 WP (949) 724-2592 WF
Fagan, Paul B., Mr. Associate Transportation Planner California DOT - District 8 Reg. Plng. & Special Studies MS728	464 W. Fourth St., 6th Floor San Bernardino, CA 92401-1400	(909) 754-2094 CP (909) 754-2096 CF (909) 388-7016 WP (909) 383-5936 WF
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Forsythe, Kerry A., Mr. Deputy Director Ventura County Trans. Commission	950 County Square Dr #207 Ventura, CA 93003-	(805) 642-1591 CP (805) 642-4860 CF (805) 642-1591 WP
Fryxell, Charles L., Mr. Air Pollution Control Officer Mojave Desert Air Qual. Mgmt. Dist.	14306 Park Avenue Victorville, CA 92392-2310	(760) 245-1661 CP (760) 245-2699 CF (760) 245-1661 WP (760) 241-3492 WF

Gabbard, Dana, Mr.	3010 Wilshire Blvd., # 362	(213) 388-6724 WP
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Intergovernmental Relations Liaison		

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Environmental Affairs Department		

Harris, Glenn W., Mr.	300 S. Richmond Rd.	(619) 375-7125 WP
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Bureau of Land Management		

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		(909) 387-4288 WF

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City Of Lancaster		(661) 723-6019 CP

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		(760) 245-2022 WF

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Heroy-Rogalski, Kim, Ms. Manager, SIP Development Section Air Resource Board	1001 I Street Sacramento, CA 95812	(916) 327-2200 WP (916) 322-3646 WP
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Hogo, Henry, Mr. Assistant Deputy Executive Director South Coast Air Quality Mgmt. Dist. Planning, Trans & Info Management	21865 E. Copley Drive Diamond Bar, CA 91765-4178	(909) 396-2000 CP ( ) - CF (909) 396-3184 WP (909) 396-3252 WF
Huffer, Raymond G., Mr. Division Chairman Transportation Communications AFL-CIO, CLC	2903 W Lynrose Drive Anaheim, CA 92804-3923	(714) 828-0703 WP (714) 828-0571 WF (213) 919-3535 BE
Hunter, John, Mr. Vice President Irvine Company	550 Newport Center Drive Newport Beach, CA 92660	(714) 720-2442 WP (714) 720-2448 WF
Ito, Douglas, Mr. SIP Development Section Air Resource Board	1001 I Street, Box 2815 Sacramento, CA 95812	(916) 327-2929 WP (916) 322-3646 WF
Kear, Tom, Mr. Research Engineer UC Davis, Civil/Env. Engineer	One Shields Ave. Davis, CA 95616	(530) 752-8460 WP (530) 752-8947 WF
Kenna, James, Mr. Deputy Regional Administrator Federal Transit Administration Office of Prog. Dev. Region IX	201 Mission St. #2210 San Francisco, CA 94105-	CP CF (415) 744-2730 WP (415) 744-2726 WF
Kenny, Michael P., Mr. Executive Officer California Air Resources Board	1001 I Street Sacramento, CA 95814-	CP CF (916) 445-4383 WP (916) 322-6003 WF
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Executive Director	Palm Desert, CA 92260-	(760) 340-5949 CF
Coachella Valley Assoc of Govts		(760) 346-1127 WP
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Lennard, Colin, Mr.	865 S. Figueroa St., 29th Floor	(213) 892-9224 WP
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Fulbright & Jaworski, L.L.P.		(213) 364-9714 CR
Lewis, Michael, Mr.	2149 E. Garvey Ave. N., Ste A-11	(626) 858-4611 WP
President	West Covina, CA 91791	(626) 858-4610 WF
Lewis & Company, Inc.		
Louka, Tony, Mr.	464 West Fourth Street, 6th Floor	( ) - CP
Chief, Ofc. Environmental Engineer	San Bernardino, CA 92401-1400	CF
Caltrans - District 8		(909) 383-6385 WP
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Mcallester, Brad, Mr.	One Gateway Plaza, Bx 194	(213) 922-6000 CP
Dir., Mobility & Air Quality Pgms.	Los Angeles, CA 90012-2952	CF
LACMTA		(213) 922-2814 WP
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Sr. Air Quality Compliance Analyst	Perris, CA 92572-8300	(909) 928-6115 WF
Eastern Municipal Water District		
Medina, Shirley, Ms.	3560 University Ave, #100	(909) 787-7141 CP
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Orange County		
MCAS El Toro Local Redevel. Bldg 83		

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Morrow, Sylvia, Ms.	1001 I Street	(916) 324-7163 WF
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Air Resource Board		

Mosher, Jr., Walter W., Dr.	Po Box 9043	(818) 897-1111 WF
President	Van Nuys, CA 91409-9043	(818) 897-7871 WF
Precision Dynamics Corporation		

O'Loughlin, Robert M., Mr.	201 Mission St., Suite 2100	(202) 366-6724 CP
Air Quality Specialist	San Francisco, CA 94105	(202) 366-3409 CF
Federal Highway Administration		(415) 744-3823 WF
Western Resouce Center		(415) 744-2620 WF

Oey, Sylvia, Ms.	2020 "L" St., P.O. Box 2815	(916) 322-6110 WF
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Air Resources Board		

Ortner, Jim, Mr.	PO Box 14184	(714) 560-5579 WF
Manager Transit Technical Services	Orange, CA 92863-1584	(714) 560-5980 WF
Orange County Trans. Authority		

Poe, Lisa, Ms.	472 N Arrowhead Ave	(909) 884-8276 CP
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San Bernardino Associated Govts		

Poka, Jr., Ervin, Mr.	201 N. Figueroa St., Suite 1460	(213) 202-3952 WF
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Federal Transit Administration		(213) 202-3950 WF
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Ravenstein, Cynthia, Ms.	14306 Park Avenue	(760) 245-1661 CP
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Manager	Sacramento, CA 95814-	CF
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University of California		
Institute of Transportation Studies		
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Siwek, Sarah J., Ms.	8433 Holy Cross Place	(310) 417-6660 WP
President	Los Angeles, CA 90045	(310) 417-6670 WF
Sarah J. Siwek & Associates		
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Dept. of Planning & Programming		(714) 560-5794 WF
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Director	San Francisco, CA 94105-		HF
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Tucker, Gracie, Ms.	21865 East Copley Dr	(909) 396-2000	CP
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Walecka, Carla, Ms.	4101 Sea View Ave	(323) 342-9373	WP
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Carla Walecka & Assoc			
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Wallerstein, D.Env., Barry R., Dr.	21865 E. Copley Drive	(909) 396-2000	CP
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Washburn, Dennis, Hon.	22544 Calipatria Drive	(818) 878-4225	CP
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City Of Calabasas			
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***DeVine, Bruce F., Mr. Chief Economist ***So Calif Assoc of Govts Plan & Policy	***** ***** *****	903	WP
***Gosnell, James R., Director of Planning & Policy ***So Calif Assoc of Govts Plan & Policy	***** ***** *****	889	WP
***Huang, Guoxiong, Senior Modeling Analyst ***So Calif Assoc of Govts Information Svc	***** ***** *****	947	WP
***Iwai, Dale H., Senior Modeling Analyst ***So Calif Assoc of Govts Information Svc	***** ***** *****	894	WP
***Kahn, Michael I., Senior Systems Administrator ***So Calif Assoc of Govts CFO	***** ***** *****	933	WP
***Keynejad, Charles, Senior Regional Planner ***So Calif Assoc of Govts Perf & Acct	***** ***** *****	915	WP
***Kim, Hong, Senior Modeling Analyst ***So Calif Assoc of Govts Information Svc	***** ***** *****	904	WP
***Lee, Deng Bang, Manager of Modeling and GIS ***So Calif Assoc of Govts Information Svc	***** ***** *****	855	WP

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Modeling Task Force

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There are ( 1 ) classifications in your picked file. They are :

***Milner, Corine, Ms. Receptionist ***So Calif Assoc of Govts CFO	***** ***** , ** *****	0	WP
***Rabbani, Shahab, Associate Regional Planner ***So Calif Assoc of Govts Perf & Acct	***** ***** , ** *****	845	WP
***Sims, Jr., Jim, Director of Information Services ***So Calif Assoc of Govts Information Svc	***** ***** , ** *****	980	WP
***Smookler, Helene, Ms. Director of Legal Services/Legal Co ***So Calif Assoc of Govts Legal / HR / Co	***** ***** , ** *****	816	WP
***Varnado, Debra, Senior Regional Planner (Transporta ***So Calif Assoc of Govts Plan & Policy	***** ***** , ** *****	852	WP
***Wang, Teresa C., Senior Modeling Analyst ***So Calif Assoc of Govts Information Svc	***** ***** , ** *****	842	WP
***Wen, Frank H., Senior Economist ***So Calif Assoc of Govts Plan & Policy	***** ***** , ** *****	854	WP
Afriat, Steven, Mr. President Afriat Consulting Group, Inc.	6430 W. Sunset Blvd, Suite 415 Los Angeles, CA 90028	(323) 856-4215 (323) 856-4215	CP WP
Aghdale, Ph.D., Nader, Mr. Air Pollution Engineer Ventura County APCD Engineering Division	669 County Square Drive Ventura, CA 93003-5417	(805) 645-1400 (805) 645-1444 (805) 645-1406 (805) 645-1444	CP CF WP WF
Arshadnia, Reza, Mr. Planning Division Los Angeles County Department Of Public Works	900 S. Fremont Ave., 11th Floor Alhambra, CA 91803-1331	(213) 974-1311 (213) 620-0636 (818) 458-4370 (818) 457-1526	CP CF CP CF

Balbach, Paul, Mr.	8353 Sierra Avenue	(909) 350-7600 CP
Principal Transportation Engineer	Fontana, CA 92335-3528	(909) 350-6613 CF
City of Fontana		
-----		
Balmir, Sandra, Ms.	201 N. Figueroa, Suite 1460	(213) 202-3953 CP
Community Planner	Los Angeles, CA 90012	(213) 202-3961 CF
Federal Highway Administration		(213) 202-3950 WP
FTA/FHWA Metro Office		
-----		
Bare, Gerald W., Mr.	120 S. Spring Street	(213) 897-0362 CP
Senior Transportation Engineer	Los Angeles, CA 90012-3606	(213) 897-0360 CF
Caltrans - District 07		(213) 897-4389 WP
		(213) 897-1337 WF
-----		
Bates, Ronald, Hon.	10171 Kings Street	(562) 431-3538 CP
Mayor	Los Alamitos, CA 90720-2229	(562) 493-1255 CF
City Of Los Alamitos		(562) 493-4588 WP
		(562) 493-0688 WF
-----		
Benson, Daniel E., Mr.	215 E. Commonwealth Ave., Suite E	(714) 773-0330 WP
Principal	Fullerton, CA 92832-1957	(707) 922-1671 WF
Daniel Benson & Associates		
-----		
Cacatian, Ben, Mr.	669 County Square Drive	(805) 645-1400 CP
Air Quality Specialist	Ventura, CA 93003-5417	(805) 645-1444 CF
Ventura County APCD		(805) 645-1428 WP
		(805) 645-1444 WF
-----		
Carmichael, Tim, Mr.	10780 Santa Monica Blvd., Ste 210	(310) 441-1544 WP
Policy Director	Los Angeles, CA 90025	(310) 446-4362 WF
Coalition For Clean Air		
-----		
Carranza, Tomas, Mr.	7166 W. Manchester Avenue	(213) 485-1062 WP
Transportation Engineering Assoc.	Los Angeles, CA 90045	(213) 485-1285 WF
LADOT		
-----		
Chesler, AICP, Stewart D., Mr.	One Gateway Plaza MS 99-23-7	(213) 922-6000 CP
Transportation Planning Project Mgr	Los Angeles, CA 90012-2952	CF
LACMTA		(213) 922-2826 WP
Systems Analysis & Research		(213) 922-2868 WF
-----		
Chu, Chaushie, Mr.	One Gateway Plaza, Bx 194	(213) 922-6000 CP
Director, MTA Planning	Los Angeles, CA 90012-2952	CF
LACMTA		(213) 922-3059 WP
		(213) 922-2868 WF

Coel, David, Mr.	21865 E. Copley Drive	(909) 396-2000 CP
Program Supervisor	Diamond Bar, CA 91765-4178	( ) - CF
South Coast Air Quality Mgmt. Dist.		(909) 396-3143 WP
Planning Division		(909) 396-3252 WF

Cueto, Art, Mr.	One Gateway Pl. Box 194	(213) 922-6000 CP
	Los Angeles, CA 90053-	CF
LA County Metropolitan Transp Auth		(213) 922-3052 WP

Davidian, Viggen, Mr.	900 Wilshire Blvd. #1200	(213) 488-0345 WP
	Los Angeles, CA 90017	

Meyer, Mohaddes Associates, Inc.

De Salvio, Alan, Mr.	14306 Park Avenue	(760) 245-1661 CP
Air Quality Engineer	Victorville, CA 92392-2310	(760) 245-2699 CF
Mojave Desert Air Qual. Mgmt. Dist.		(760) 245-1661 WP
		(760) 245-2022 WF

Dixon, Richard T., Hon.	22365 El Toro Road, PMB 292	(949) 461-3400 CP
Councilmember	Lake Forest, CA 92630	(949) 461-3511 CF
City Of Lake Forest		(949) 859-8111 WP

Falter, Joel, Mr.	900 Wilshire Blvd., Suite 1200	(213) 488-0345 WP
Senior Transportation Engineer	Los Angeles, CA 90017-4713	(213) 488-9440 WP
Meyer Mohaddes Associates, Inc.		

Fejarang, Robert, Mr.	3871 Gaviota Avenue	(562) 981-9081 WP
	Long Beach, CA 90807	(562) 981-1926 WF
Consillium Associates		

Fryxell, Charles L., Mr.	14306 Park Avenue	(760) 245-1661 CP
Air Pollution Control Officer	Victorville, CA 92392-2310	(760) 245-2699 CF
Mojave Desert Air Qual. Mgmt. Dist.		(760) 245-1661 WP
		(760) 241-3492 WF

Ghiya, Suresh, Mr.	999 W. Town & Country Rd., 4th Fl.	WP
	Orange, CA 92868-4713	HF
P & D Companies		

Grimes, Linda R., Ms.	464 W. 4th St., 6th Floor MS 726	( ) - CP
Chief, Transportation Planning	San Bernardino, CA 92401-1400	CF
Caltrans - District 8		(909) 383-6327 WP
		(909) 383-6890 WF

Hamedani, Firooz, Mr.	3337 Michelson Drive CN 380	(949) 724-2000 CP
Associate Transportation Planner	Irvine, CA 92612-1699	CF
Caltrans - District 12		(949) 724-2230 WP
Transportatin Analysis Branch		(949) 724-2592 WF
-----		
Higley, Catherine, Ms.	One City Blvd. West, Suite 900	(714) 940-8800 WF
President	Orange, CA 92678	(714) 940-8880 WF
HDR Engineering, Inc.		
-----		
Hogo, Henry, Mr.	21865 E. Copley Drive	(909) 396-2000 CP
Assistant Deputy Executive Director	Diamond Bar, CA 91765-4178	( ) - CF
South Coast Air Quality Mgmt. Dist.		(909) 396-3184 WP
Planning, Trans & Info Management		(909) 396-3252 WF
-----		
Hsiao, Shirley, Ms.	550 S. Main St. Box 14184	(714) 560-6282 CP
Senior Transportation Planner	Orange, CA 92863-1584	(714) 560-5759 CF
Orange County Transportation Auth		(714) 560-5711 WP
		(714) 560-5794 WF
-----		
Hsiao, Kathy, Ms.	21865 E. Copley Drive	(909) 396-2000 CP
Program Supervisor	Diamond Bar, CA 91765-4178	( ) - CF
South Coast Air Quality Mgmt. Dist.		(909) 396-3065 WP
		(909) 396-3252 WF
-----		
Humenik, Ed, Mr.	120 S. Spring Street	(213) 897-0362 CP
	Los Angeles, CA 90012-3606	(213) 897-0360 CF
Caltrans - District 07		
Transportation Planning, Branch A		
-----		
Kampmann, Edwin C., Mr.	120 S. Spring Street	(213) 897-0362 CP
	Los Angeles, CA 90012-3606	(213) 897-0360 CF
Caltrans - District 07		(213) 897-1346 WP
Regional Transportation Planning		(213) 897-1337 WF
-----		
Kelly, John, Mr.	900 S. Fremont Ave., 11th Fl.	(213) 974-1311 CP
Supervising Civil Engineer IV	Alhambra, CA 91803-1331	(213) 620-0636 CF
Los Angeles County		(818) 458-3902 WP
Programs Development Division		
-----		
Killough, Keith, Mr.	One Gateway Pl. Box 194	(213) 922-6000 CP
Deputy Executive Officer	Los Angeles, CA 90053-	CF
LA County Metropolitan Transp Auth		(213) 922-2827 WP
		(213) 922-2868 WF
-----		
Krinsk, Leslie, Ms.	1001 I Street	CP
Senior Staff Counsel	Sacramento, CA 95814-	CF
California Air Resources Board		(805) 473-7325 WP
		(805) 473-8861 WF

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Labudzki, R. Mike, Mr.	275 E. Olive Ave., Box 6459	(818) 238-5850 CP
Transportation Analyst	Burbank, CA 91502-1232	(818) 238-5853 CF
City of Burbank		(818) 238-5270 WP
Planning Division		(818) 238-5254 WF

Lennard, Colin, Mr.	865 S. Figueroa St., 29th Floor	(213) 892-9224 WP
Attorney At Law	Los Angeles, CA 90017-2571	(213) 680-4518 WF
Fulbright & Jaworski, L.L.P.		(213) 364-9714 CR

Liu, Peter H., Mr.	One Gateway Plaza, Bx 194	(213) 922-6000 CP
Manager	Los Angeles, CA 90012-2952	CF
LACMTA		(213) 922-2813 WP
Signal Support Group		(213) 922-3022 WF

Lopez, Ernest, Mr.	21865 East Copley Dr	(909) 396-2000 CP
	Diamond Bar, CA 91765-4178	( ) - CF
South Coast Air Quality Mgmt Dist		(909) 396-3305 WP
Transportation Programs		(909) 396-3306 WF

Lum, Rena, Ms.	One Gateway, P.O. Box 194	(213) 922-6963 WP
Transportation Planning Manager	Los Angeles, CA 90012-2952	(213) 922-2868 WF
LACMTA		

Lund, Robert, Mr.	120 S. Spring Street	(213) 897-6265 WP
Sargeant	Los Angeles, CA 90012	(213) 897-0519 WF
Transportation Management Unit, CHP		

Maekawa, Ray, Mr.	One Gateway Pl. Box 194	(213) 922-6000 CP
Manager Of Transportation Programs	Los Angeles, CA 90053-	CF
LA County Metropolitan Transp Auth		(213) 922-3016 WP
		(213) 922-3013 WF

Mcallester, Brad, Mr.	One Gateway Plaza, Bx 194	(213) 922-6000 CP
Dir., Mobility & Air Quality Pgms.	Los Angeles, CA 90012-2952	CF
LACMTA		(213) 922-2814 WP
		(213) 922-2849 WF

Medina, Shirley, Ms.	3560 University Ave, #100	(909) 787-7141 CP
Program Manager	Riverside, CA 92501-	(909) 787-7920 CF
Riverside County Trans. Commission		(909) 787-7141 WP
		(909) 787-7920 WF

Ocon, Andres, Mr.	One Gateway Pl. Box 194	(213) 922-6000 CP
Manager	Los Angeles, CA 90053-	CF
LA County Metropolitan Transp Auth		(213) 244-6191 WP
HOV		

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Oduyemi, Felix, Mr.	2244 Walnut Grove Ave., B	(626) 302-1458 WP
Senior Project Manager	Rosemead, CA 91770-3714	(626) 302-9821 WF
So. California Edison		
Public Affairs Department		

Petersen, Gary, Mr.	811 W 7th Street Suite 800	(213) 627-5376 WP
Senior Project Manager	Los Angeles, CA 90017-3419	(213) 627-6853 WF
Myra L. Frank & Associates, Inc.		

Ratzlaff, Dale, Mr.	3337 Michelson Drive CN 380	(949) 724-2000 CP
District Division Chief	Irvine, CA 92612-1699	CF
Caltrans - District 12		(949) 724-2014 CP
		(949) 724-2592 WF

Rifkin, Allyn D., Mr.	221 N Figueroa Street Suite 600	(213) 485-2121 CP
Principal Transportation Engineer	Los Angeles, CA 90012-2601	(213) 237-0636 CF
City of Los Angeles		(213) 580-1195 WP
		(213) 580-1188 WF

Saint, Armineh, Mr.	1 Gateway Plaza, Mail Stop 99-23-7	(213) 922-2369 WP
	Los Angeles, CA 90012-2952	
Metropolitan Transit Authority		

Schuiling, Ty, Mr.	472 N Arrowhead Ave	(909) 884-8276 CP
Director	San Bernardino, CA 92401-1421	(909) 885-4407 CF
San Bernardino Associated Govts		
Planning and Programming		

Shoup, Donald, Dr.	405 Hilgard Ave	(310) 825-5705 WP
Professor of Urban Planning	Los Angeles, CA 90095-1656	(310) 206-5566 WF
Univ. of Calif., Los Angeles		
School Of Public Policy		

Siecke, Ronald C., Mr.	999 Town & Country Road, 4th Floor	(714) 835-4447 WP
Senior Project Manager	Orange, CA 92868	(714) 285-0740 WF
P & D Consultants		

Simon, Jesse, Mr.	One Gateway Plaza, Bx 194	(213) 922-6000 CP
	Los Angeles, CA 90012-2952	CF
LACMTA		(213) 922-2807 WP

Stecher, Cheryl, Dr.	1032 Franklin Street	(310) 828-3649 WP
	Santa Monica, CA 90403-2322	(310) 328-0611 WF
Franklin Hill Group		

Stephens, Christopher, Mr.	950 County Square Dr #207	(805) 642-1591 CP
Deputy Executive Director	Ventura, CA 93003-	(805) 642-4860 CF
Ventura County Trans. Commission		(805) 642-1591 WF
		(805) 642-4860 WF
Studor, Edwin D., Mr.	P.O. Box 1090	(909) 955-1000 CP
Administrative Manager	Riverside, CA 92502-1090	(909) 955-2194 CF
Riverside County TLMA-8th Floor		(909) 275-6767 CP
		(909) 275-6814 CF
Tahami, Ali, Mr.	One Civic Center Plaza, P.O. Box 19575	(949) 724-6001 CP
Transportation Engineer	Irvine, CA 92623-9575	(949) 724-6045 CF
City of Irvine		(949) 724-7374 WF
		(949) 724-9013 WF
Taira, P.E., Ronald S., Mr.	550 S. Main St. Box 14184	(714) 560-6282 CP
Manager, Transportation Analysis	Orange, CA 92863-1584	(714) 560-5759 CF
Orange County Transportation Auth		(714) 560-5990 WF
Planning and Development		(714) 560-5794 WF
Travis, Mary, Ms.	950 County Square Dr #207	(805) 642-1591 CP
Manager Regional Programs	Ventura, CA 93003-	(805) 642-4860 CF
Ventura County Trans. Commission		(805) 642-1591 WF
		(805) 642-4860 WF
Van Haagen, Antonius, Mr.	120 S. Spring Street	(213) 897-0362 CP
Research Program Specialist II	Los Angeles, CA 90012-3606	(213) 897-0360 CF
Caltrans - District 07		(213) 897-1342 WF
Department Of Transportation		
Vir, Haripal, Mr.	221 N. Figueroa Suite 500	(213) 485-2121 CP
Principal Transportation Engineer	Los Angeles, CA 90012	(213) 237-0636 CF
Los Angeles City		(213) 580-1190 WF
Department of Transportation		(213) 580-1188 WF
Vizcarra, Joe, Mr.	120 S. Spring Street	(213) 897-6136 WF
Lt. Traffic Operations Center	Los Angeles, CA 90012	(213) 897-0519 WF
California Highway Patrol		
Los Angeles Communication Center		
Walecka, Carla, Ms.	4101 Sea View Ave	(323) 342-9373 WF
	Los Angeles, CA 90065-3343	(323) 342-0246 WF
Carla Walecka & Assoc		
Washburn, Dennis, Hon.	22544 Calipatria Drive	(818) 878-4225 CP
Councilmember	Calabasas, CA 91302	(818) 878-4215 CF
City Of Calabasas		

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Witler, Barry S., Mr.	900 S. Fremont Avenue, Box 1460	(213) 974-1311 CP
Land Development Division	Alhambra, CA 91802-1460	(213) 620-0636 CP
Los Angeles County		(818) 458-4351 WP
Public Works Department		(818) 458-4351 WF

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Yotter, Edward E., Mr.	1001 I Street	CP
Manager	Sacramento, CA 95814-	CF
California Air Resources Board		(916) 445-3300 WP
Transportation Activity Section		(916) 323-1075 WF

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Zohrehvand, Fred, Mr.	633 E. Broadway, Room 300	(818) 548-2090 CP
Transportation Planner	Glendale, CA 91206-4385	(818) 241-5386 CF
City Of Glendale		(818) 548-3960 WP
Traffic & Transportation Section		(818) 409-7027 WF

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Adkison, Ed, Hon.	3900 Main Street	(909) 826-5312 CP
Councilmember	Riverside, CA 92522-0111	(909) 369-0548 CF
City Of Riverside		(909) 826-5991 WF
Ward No. 5		
Alexander, William J., Hon.	10500 Civic Center Drive Box 807	(909) 477-2700 CP
Mayor	Rancho Cucamonga, CA 91730-3801	(909) 477-2846 CF
City Of Rancho Cucamonga		
Baldwin, Richard H., Mr.	669 County Square Drive	(805) 645-1400 CP
Air Pollution Control Officer	Ventura, CA 93003-5417	(805) 645-1444 CF
Ventura County APCD		(805) 645-1440 WP
		(805) 645-1444 WF
Bates, Ronald, Hon.	10171 Kings Street	(562) 431-3538 CP
Mayor	Los Alamitos, CA 90720-2229	(562) 493-1255 CF
City Of Los Alamitos		(562) 493-4588 WP
		(562) 493-0688 WF
Brooks-Taylor, Adrienne, Ms.	P.O. Box 194	(213) 452-0200 CP
Director Extnl. Affairs & Marketing	Los Angeles, CA 90053	CF
So Calif Regional Rail Authority		(213) 244-7179 WP
		(213) 489-1469 WF
Burke, Julian, Mr.	One Gateway Plaza MS 99-25-1	(213) 922-6000 CP
Chief Executive Officer	Los Angeles, CA 90012-2932	CF
LACMTA		(213) 922-4788 WP
		(213) 922-7447 WF
Catz, Sarah L., Ms.	412 Glenneyre St	(916) 323-5486 CP
	Laguna Beach, CA 92651-2408	CF
Davis, Bill, Hon.	2929 Tapo Canyon Road	(805) 583-6700 CP
Mayor	Simi Valley, CA 93063-2199	(805) 526-2489 CF
City Of Simi Valley		(805) 583-6703 WP
		(805) 582-9508 WF
Dixon, Richard T., Hon.	22365 El Toro Road, PMB 292	(949) 461-3400 CP
Councilmember	Lake Forest, CA 92630	(949) 461-3511 CF
City Of Lake Forest		(949) 859-8111 WP
Failing, Doug, Mr.	120 S. Spring Street #400	(213) 897-0362 WP
Chief Deputy District Director	Los Angeles, CA 90012	
Caltrans District 7		

Fryxell, Charles L., Mr.	14306 Park Avenue	(760) 245-1661 CP
Air Pollution Control Officer	Victorville, CA 92392-2310	(760) 245-2699 CF
Mojave Desert Air Qual. Mgmt. Dist.		(760) 245-1661 WF
		(760) 241-3492 WF

Garcia, Lee Ann, Hon.	22997 Jensen Court	(909) 824-6621 CP
Mayor Pro Tem	Grand Terrace, CA 92313	(909) 783-7629 CF
City Of Grand Terrace		

Gherardi, Ginger, Ms.	950 County Square Dr #207	(805) 642-1591 CP
Executive Director	Ventura, CA 93003-	(805) 642-4860 CF
Ventura County Trans. Commission		

Green, Gary L., Mr.	464 W. 4th St., 6th Floor MS 727	( ) - CP
Senior Transportation Planner	San Bernardino, CA 92401-1400	CF
Caltrans - District 8		(909) 383-5926 WF
Public Transp and Special Studies		(909) 383-5936 WF

Higgins, Kathryn, Ms.	21865 Copley Drive	(909) 396-3309 WF
	Diamond Bar, CA 91765-4182	(909) 396-3306 WF
South Coast Air Quality Mgmt. Dist		

Huston, Janet, Ms.	600 W. Santa Ana Bl. #214	(714) 972-0077 CP
Executive Director	Santa Ana, CA 92701-	(714) 972-1816 CF
Orange County Council of Govts.		

King, Norman R., Mr.	472 N. Arrowhead Ave. # 101	(909) 884-8276 CP
Executive Director	San Bernardino, CA 92401-	(909) 884-4407 CF
San Bernardino Associated Govts.		(909) 884-8276 WF
		(909) 885-4407 WF

Kleindienst, William G., Hon.	Box 2743, 425 N. Civic	(760) 323-8200 CP
Mayor	Palm Springs, CA 92263-2743	(760) 323-3314 CF
City Of Palm Springs		(760) 323-8204 WF

Lambros, Richard, Mr.	1330 Valley Vista Drive	(909) 396-9993 WF
Exec. V.P., Dir. of Gov't. Affairs	Diamond Bar, CA 91765-3910	(909) 396-1571 WF
Building Industry Assn. Of So. Cal.		

Lisiewicz, Stan, Mr.	464 W. 4th St., 6th Floor MS 1201	( ) - CP
District Director	San Bernardino, CA 92401-1400	CF
Caltrans - District 8		(909) 383-4055 WF
		(909) 383-6239 WF

Malakates, Andy, Mr.	320 W Temple Street Room 1346	(213) 974-1311 CP
Section Head, Rsrch./Commty. Rltns.	Los Angeles, CA 90012-3208	(213) 620-0636 CF
Los Angeles County		(213) 974-6476 WP
Dept. of Regional Planning		(213) 626-0434 WF
-----		
Mcallester, Brad, Mr.	One Gateway Plaza, Bx 194	(213) 922-6000 CP
Dir., Mobility & Air Quality Pgms.	Los Angeles, CA 90012-2952	CF
LACMTA		(213) 922-2814 WP
		(213) 922-2849 WF
-----		
Mikels, Judy, Hon.	3855-F Alamo Street	(805) 654-2251 CP
Supervisor - District 4	Simi Valley, CA 93063	(805) 677-8711 CF
County Of Ventura		(805) 582-8010 WP
		(805) 582-8055 WF
-----		
Oaxaca, Francisco, Mr.	700 S. Flower St., 26th Floor	(213) 452-0255 WP
Manager of Media & External Communi	Los Angeles, CA 90017-4101	(213) 452-0421 WF
Metrolink		(213) 812-2762 BE
-----		
Proo, Beatrice, Hon.	9310 Shade Lane	(562) 942-2000 CP
Councilmember	Pico Rivera, CA 90660-5250	(562) 949-7506 CF
City Of Pico Rivera		(562) 801-4371 WP
		(562) 801-4765 WF
-----		
Ravenstein, Cynthia, Ms.	14306 Park Avenue	(760) 245-1661 CP
Transp & Small Business Coordinator	Victorville, CA 92392-2310	(760) 245-2699 CF
Mojave Desert Air Qual. Mgmt. Dist.		(760) 245-1661 WP
		(760) 245-2022 WF
-----		
Roberts, Ronald H., Hon.	P. O. Box 9033	(909) 694-6444 CP
Mayor Pro Tem	Temecula, CA 92589-9033	(909) 694-1999 CF
City Of Temecula		(909) 676-2004 WP
		(909) 694-6499 WF
-----		
Rothschild, Mike, Hon.	14343 Civic Drive	(760) 955-5000 CP
Mayor	Victorville, CA 92393-5001	(760) 245-7243 CF
City Of Victorville		
-----		
Sassaman, Bob, Mr.	120 S. Spring Street	(213) 897-0362 CP
District Director	Los Angeles, CA 90012-3606	(213) 897-0360 CF
Caltrans - District 07		(213) 897-0362 WP
		(213) 897-0360 WF
-----		
Smith, Charles V., Hon.	10 Civic Ctr. Plaza, 5th Floor	(714) 834-3453 CP
Supervisor, District 1	Santa Ana, CA 92702-0687	(714) 834-4439 CF
County Of Orange		(714) 834-3110 WP
Chairman		(714) 834-5754 WF

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Travis, Mary, Ms.	950 County Square Dr #207	(805) 642-1591 CP
Manager Regional Programs	Ventura, CA 93003-	(805) 642-4860 CF
Ventura County Trans. Commission		(805) 642-1591 WP
		(805) 642-4860 WF

---

Walecka, Carla, Ms.	4101 Sea View Ave	(323) 342-9373 WP
	Los Angeles, CA 90065-3343	(323) 342-0246 WF
Carla Walecka & Assoc		

---

Wallerstein, D.Env., Barry R., Dr.	21865 E. Copley Drive	(909) 396-2000 CP
Executive Officer	Diamond Bar, CA 91765-4178	( ) - CF
South Coast Air Quality Mgmt. Dist.		(909) 396-2100 WP
		(909) 396-3340 WF

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Yale, David, Mr.	One Gateway PlazaMS 99-23-3	(213) 922-2469 CP
Director Trans. Improvement Prgms.	Los Angeles, CA 90012-2932	(213) 922-2476 CF
Metropolitan Transp. Authority		

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***Amatya, Naresh, Mr. Lead Regional Planner (Transportat ***So Calif Assoc of Govts Plan & Policy	***** ***** , ** *****	885	WP
***Bowser, Alan, Senior Regional Planner (Transporta ***So Calif Assoc of Govts Plan & Policy	***** ***** , ** *****	843	WP
***Collier, Cheryl L., Manager of Rideshare Services ***So Calif Assoc of Govts Information Svc	***** ***** , ** *****	942	WP
***Glickert, Michelle, Senior Regional Planner (Transporta ***So Calif Assoc of Govts Plan & Policy	***** ***** , ** *****	881	WP
***Keynejad, Charles, Senior Regional Planner ***So Calif Assoc of Govts Perf & Acct	***** ***** , ** *****	915	WP
***Pisano, Mark A., Mr. Executive Director ***So Calif Assoc of Govts Executive Dir	***** ***** , ** *****	808	WP
***Sims, Jr., Jim, Director of Information Services ***So Calif Assoc of Govts Information Svc	***** ***** , ** *****	980	WP
***Varnado, Debra, Senior Regional Planner (Transporta ***So Calif Assoc of Govts Plan & Policy	***** ***** , ** *****	852	WP
***Zarifi, Sina, Senior Regional Planner ***So Calif Assoc of Govts Information Svc	***** ***** , ** *****	853	WP
Baldwin, Richard H., Mr. Air Pollution Control Officer Ventura County APCD	669 County Square Drive Ventura, CA 93003-5417	(805) 645-1400 CP (805) 645-1444 CF (805) 645-1440 WP (805) 645-1444 WF	

Balmir, Sandra, Ms.	201 N. Figueroa, Suite 1460	(213) 202-3953 CP
Community Planner	Los Angeles, CA 90012	(213) 202-3961 CF
Federal Highway Administration		(213) 202-3950 WP
FTA/FHWA Metro Office		
-----		
Beal, Dan, Mr.	3333 Fairview Street A131	(714) 885-2306 WP
Manager, Public Policy and Programs	Costa Mesa, CA 92626	(714) 885-2306 WF
Automobile Club Of So. California		
-----		
Bechtel, Cathy, Ms.	3560 University Ave, #100	(909) 787-7141 CP
Director of Planning & Programming	Riverside, CA 92501-	(909) 787-7920 CF
Riverside County Trans. Commission		(909) 787-7920 WF
-----		
Brooks-Taylor, Adrienne, Ms.	P.O. Box 194	(213) 452-0200 CP
Director Extnl. Affairs & Marketing	Los Angeles, CA 90053	CF
So Calif Regional Rail Authority		(213) 244-7179 WP
		(213) 489-1469 WF
-----		
Burton, Ellen, Mrs.	550 S. Main St. Box 14184	(714) 560-6282 CP
Principal Transportation Analyst	Orange, CA 92863-1584	(714) 560-5759 CF
Orange County Transportation Auth		(714) 560-5923 WP
		(714) 560-5794 WF
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Byerly, Tara, Ms.	472 N. Arrowhead Ave.	(909) 884-8276 WP
Secretary II	San Bernardino, CA 92401-1421	
SANBAG		
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Cook, Annabel, Ms.	820 S. Yorba Street	(714) 246-1755 WP
Attorney	Orange, CA 92869	
Cook & Associates		
-----		
Davis, Jeff, Mr.	120 S. Spring Street	(213) 897-0362 CP
Senior Transportation Planner	Los Angeles, CA 90012-3606	(213) 897-0360 CF
Caltrans - District 07		(213) 897-4279 WP
Regional Transportation Planning		(213) 897-1337 WF
-----		
De Haan, Peter, Mr.	950 County Square Dr #207	(805) 642-1591 CP
Dir., Trans Prgmg, Legsltn & Grants	Ventura, CA 93003-	(805) 642-4860 CF
Ventura County Trans. Commission		(805) 642-1591 WP
		(805) 642-4860 WF
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Delgado, Dean, Mr.	550 S. Main St. Box 14184	(714) 560-6282 CP
Principal Transportation Analyst	Orange, CA 92863-1584	(714) 560-5759 CF
Orange County Transportation Auth		(714) 560-5744 WP
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Doyle, Richard, Mr.	464 W. 4th St., 6th Floor MS 1221	( ) - CP
Division Chief Of Planning	San Bernardino, CA 92401-1400	CF
Caltrans - District 8		(909) 383-4147 WP
		(909) 383-4364 WF
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Finnegan, Stephen, Mr.	3333 Fairview Road A-131	(714) 885-2307 WP
Principal Transp Policy Specialist	Costa Mesa, CA 92626	(714) 885-2331 WF
Automobile Club of So California		
-----		
Fryxell, Charles L., Mr.	14306 Park Avenue	(760) 245-1661 CP
Air Pollution Control Officer	Victorville, CA 92392-2310	(760) 245-2699 CF
Mojave Desert Air Qual. Mgmt. Dist.		(760) 245-1661 WP
		(760) 241-3492 WF
-----		
Gherardi, Ginger, Ms.	950 County Square Dr #207	(805) 642-1591 CP
Executive Director	Ventura, CA 93003-	(805) 642-4860 CF
Ventura County Trans. Commission		
-----		
Hagan, Walt, Mr.	3347 Michelson Drive, Suite 100	(714) 724-2008 WP
Interim Director	Irvine, CA 92612-0661	(714) 724-2019 WF
Caltrans District 12		
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Higgins, Kathryn, Ms.	21865 Copley Drive	(909) 396-3309 WP
	Diamond Bar, CA 91765-4182	(909) 396-3306 WF
South Coast Air Quality Mgmnt. Dist		
-----		
Huston, Janet, Ms.	600 W. Santa Ana Bl. #214	(714) 972-0077 CP
Executive Director	Santa Ana, CA 92701-	(714) 972-1816 CF
Orange County Council of Govts.		
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Kim, Douglas, Mr.	One Gateway Plaza MS 99-23-2	(213) 922-6000 CP
Program Manager	Los Angeles, CA 90012	CF
LACMTA		(213) 922-2817 WP
MS 99-23-2		(213) 922-2849 WF
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King, Norman R., Mr.	472 N. Arrowhead Ave. # 101	(909) 884-8276 CP
Executive Director	San Bernardino, CA 92401-	(909) 884-4407 CF
San Bernardino Associated Govts.		(909) 884-8276 WP
		(909) 885-4407 WF
-----		
Kirkhoff, Michelle, Ms.	472 N Arrowhead Ave	(909) 884-8276 CP
Director of Air Quality Mobility	San Bernardino, CA 92401-1421	(909) 885-4407 CF
San Bernardino Associated Govts		

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Lambros, Richard, Mr.	1330 Valley Vista Drive	(909) 396-9993 WP
Exec. V.P., Dir. of Gov't. Affairs	Diamond Bar, CA 91765-3910	(909) 396-1571 WF
Building Industry Assn. Of So. Cal.		

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Lantz, Steve, Mr.	700 S. Flower Street, 26th Floor	(213) 452-0200 WP
Dir. of Strategic Dev. & Commnctns.	Los Angeles, CA 90017	(213) 452-0423 WF
Southern Calif. Regional Rail Auth.		

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Lisiewicz, Stan, Mr.	464 W. 4th St., 6th Floor MS 1201	( ) - CP
District Director	San Bernardino, CA 92401-1400	CF
Caltrans - District 8		(909) 383-4055 WP
		(909) 383-6239 WF

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Lynn, Kelly, Ms.	472 N Arrowhead Ave Suite 101	(909) 884-8276 CP
Air Quality & Mobility Program	San Bernardino, CA 92401-1421	(909) 885-4407 CF
San Bernardino Associated Govts		(909) 215-3280 CR

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Malakates, Andy, Mr.	320 W Temple Street Room 1346	(213) 974-1311 CP
Section Head, Rsrch./Commty. Rltns.	Los Angeles, CA 90012-3208	(213) 620-0636 CF
Los Angeles County		(213) 974-6476 WP
Dept. of Regional Planning		(213) 626-0434 WF

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Mcallester, Brad, Mr.	One Gateway Plaza, Bx 194	(213) 922-6000 CP
Dir., Mobility & Air Quality Pgms.	Los Angeles, CA 90012-2952	CF
LACMTA		(213) 922-2814 WP
		(213) 922-2849 WF

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McDaniel, Wesley C., Mr.	14028 Camas Court	(530) 913-5802 WP
	Lake Wildwood, CA 95946	(530) 432-1412 WF
McDaniel Consulting		

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O'Malley, Caroline, Mrs.	550 S. Main St. Box 14184	(714) 560-6282 CP
Gov't Relations Representative	Orange, CA 92863-1584	(714) 560-5759 CF
Orange County Transportation Auth		(714) 560-5594 WP
		(714) 560-5795 WF

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Oaxaca, Francisco, Mr.	700 S. Flower St., 26th Floor	(213) 452-0255 WP
Manager of Media & External Communi	Los Angeles, CA 90017-4101	(213) 452-0421 WF
Metrolink		(213) 812-2762 BE

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Ortner, Jim, Mr.	PO Box 14184	(714) 560-5579 WP
Manager Transit Technical Services	Orange, CA 92863-1584	(714) 560-5980 WF
Orange County Trans. Authority		

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Ravenstein, Cynthia, Ms.	14306 Park Avenue	(760) 245-1661 CP
Transp & Small Business Coordinator	Victorville, CA 92392-2310	(760) 245-2699 CF
Mojave Desert Air Qual. Mgmt. Dist.		(760) 245-1661 WP
		(760) 245-2022 WF

Sassaman, Bob, Mr.	120 S. Spring Street	(213) 897-0362 CP
District Director	Los Angeles, CA 90012-3606	(213) 897-0360 CF
Caltrans - District 07		(213) 897-0362 WP
		(213) 897-0360 WF

Snyder, Ryan, Mr.	431 S. Burnside Ave., # 10-C	(323) 571-2910 WP
President	Los Angeles, CA 90036-5349	(323) 571-2909 WF
Ryan Snyder Associates, Inc.		

Standiford, John, Mr.	3560 University Ave., #100	(909) 787-7141 WP
Public Information Officer	Riverside, CA 92501	
RCTC		

Stark, Cosette Polena, Ms.	One Gateway Plaza MS 99-23-2	(213) 922-6000 CP
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LACMTA		(213) 922-2822 WP
		(213) 922-2849 WF

Sugita, Hideo D., Mr.	3560 University Ave, #100	(909) 787-7141 CP
Deputy Executive Director	Riverside, CA 92501-	(909) 787-7920 CF
Riverside County Trans. Commission		(909) 787-7141 WP
Planning & Programming		(909) 787-7920 WF

Travis, Mary, Ms.	950 County Square Dr #207	(805) 642-1591 CP
Manager Regional Programs	Ventura, CA 93003-	(805) 642-4860 CF
Ventura County Trans. Commission		(805) 642-1591 WP
		(805) 642-4860 WF

Turner, Michael, Mr.	One Gateway Plaza	(213) 922-2122 WP
	Los Angeles, CA 90012	
Los Angeles MTA		
Government Affairs		

Valencia, Bill, Mr.	120 S. Spring Street #400	(213) 897-1719 WP
Regional Planner	Los Angeles, CA 90012	
Caltrans District 7		

Walecka, Carla, Ms.	4101 Sea View Ave	(323) 342-9373 WP
	Los Angeles, CA 90065-3343	(323) 342-0246 WF
Carla Walecka & Assoc		

Watts, Denise, Ms.	2870 Peachtree Road	Suite 141	(404) 377-4415 WP
President	Atlanta, GA	30303	(404) 377-4465 WF
Watts Works			

Wenzel, Karen, Ms.	One Gateway Plaza, MS 99-23-02		(213) 922-2560 CP
Program Manager	Los Angeles, CA	90012-2952	(213) 922-2849 WP
LACMTA			
Countywide Planning Dept			

Willens, Judy, Ms.	669 County Square Drive	2nd Fl.	(805) 645-1400 CP
Air Quality Specialist	Ventura, CA	93003-5417	(805) 645-1444 CF
Ventura County APCD			(805) 645-1424 WP
Transportation Outreach Program			(805) 645-1444 WF

Williams, Marilyn A, Ms.	3560 University Ave, #100		(909) 787-7141 CP
Director of Regional Issues & Comm	Riverside, CA	92501-	(909) 787-7920 CF
Riverside County Trans. Commission			(909) 787-7141 WP
			(909) 787-7920 WF

Williams, Beverlee J., Ms.	3900 Main Street		(909) 826-5312 CP
Associate Planner	Riverside, CA	92522	(909) 369-0548 CF
City of Riverside			(909) 826-5715 WP
Planning Department			(909) 826-5622 WF

Yale, David, Mr.	One Gateway PlazaMS 99-23-3		(213) 922-2469 CP
Director Trans. Improvement Prgms.	Los Angeles, CA	90012-2932	(213) 922-2476 CF
Metropolitan Transp. Authority			

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## **ATTACHMENT H**

### **PUBLIC PARTICIPATION**

Pursuant to federal requirements, the Draft Amendment was circulated for a 30-day public review and comment period beginning January 24th and ending February 23rd. Also, a public hearing regarding the Amendment was held on February 11th at SCAG. The comments received during the 30-day period, as well as comments received during the hearing, are summarized in the following pages along with the responses.

Part A. Public Agency Comments    *A-64*

Part B. Comments by Individuals and Non-Profit Groups    *A-67*

Part C. Public Hearing Comments    *A-75*

## PART A. PUBLIC AGENCY COMMENTS

### 2001 RTP / 2001 RTIP AMENDMENT SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

ORG.	NAME, ORGANIZATION & ADDRESS	COMMENTS	SCAG RESPONSE
<b>GENERAL COMMENTS RECEIVED (Letters, E-mail, Phone or Faxes)</b>			
Caltrans District 8	Linda Grimes Chief, Transportation Planning Caltrans District 8 464 W. 4 <sup>th</sup> St., 6 <sup>th</sup> Floor San Bernardino, CA 92401 909-383-6327	(Phone call on Jan. 24, 2002) The second part of the letter beginning on page A-18 of the Amendment is missing.	Comment noted. The missing portion has been added to the Draft Amendment document.
Caltrans Head- quarters	Michael J. Brady Senior Environmental Planner Caltrans Headquarters Statewide Air Quality/ Conformity Coordinator 916-653-3738 Mike_Brady@dot.ca.gov	<p>The air quality analysis for the Amendment does not address the “latest planning assumptions” requirements expressed by the Federal Highway Administration at the Statewide Conformity Working Group meeting on Jan. 30, 2002, and in a letter advising Gov. Davis of a likely Conformity Lapse due to use of EMFAC7F or 7G in another MPO in California.</p> <p>Since the existing 2001 RTP conformity analysis used both EMFAC 7F and 7G without the fleet mix and age distribution data contained in EMFAC 2000, it is possible that a new analysis using the fleet information from EMFAC 2000 will be needed for this amendment.</p> <p>SCAG should explicitly address compliance with the FHWA guidance in its conformity analysis for this Amendment, at least explaining clearly why a new analysis using the new fleet data was not done.</p>	As was noted in the Draft Amendment, this is not a full conformity analysis and there are only a few proposed changes to the current 2001 RTP / RTIP. Therefore, consistency of this amendment with the original 2001 RTP / RTIP is essential. There is no application of the latest planning assumptions due to the fact that the federal approval of the Amendment to the 2001 RTP / RTIP will not change the current original federal conformity determination dates for the RTP and RTIP (June 8, 2001 and September 25, 2001 respectively).



ORG.	NAME, ORGANIZATION & ADDRESS	COMMENTS	SCAG RESPONSE
		Note that ARB has not yet released tools for using the new fleet data in EMFAC 7F or 7G, and has sent a letter to FHWA indicating that such revisions are not appropriate, and are not expected to be available in the very near future.	
City of La Palma	Joan M. Hoesterey Principal Planner City of La Palma 7822 Walker St. La Palma, CA 90623-1771 714-690-3334	The projects proposed in the Amendment will have no significant effect on the City of La Palma.	Comment noted.
Federal Highway Administration	Sandra Balmir Community Planner Federal Highway Administration 201 N. Figueroa, Suite 1460 Los Angeles, CA 90012 213-202-3950 sandra.balmir@fhwa.dot.gov	The US 101 project has been misstated in that it is shown as an auxiliary lane in the Amendment document, which it clearly is not as it crosses two interchanges, and is over 2 miles long.	Although the Draft Amendment's US-101 project description contained the phrase "auxiliary lane," the improvements were correctly modeled as "mixed flow" lanes for the Amendment analysis. The Draft Amendment will be revised to clarify the project description for the US-101 project as mixed flow improvements and not auxiliary lanes.
LAX Area Advisory Committee	Danna Cope Chair, LAX Area Advisory Committee #1 World Way P.O. Box 92216 Los Angeles, CA 90009-2216 310-641-2503 dcope@stjosephctr.org	<p>1. The LAX Area Advisory Committee states its opposition to the construction of the Arbor Vitae project. The committee cannot see significant benefits to justify the construction of this ramp/exit.</p> <p>2. The draft Initial Study/Environmental Analysis (IS/EA) is inadequate. We urge you to reject the IS/EA and request for a complete environmental impact report.</p>	<p>1. The proposed Arbor Vitae Interchange project will relieve congestion at existing interchanges on Manchester and Century Boulevard in the vicinity of the proposed interchange and therefore relieve congestion on I-405 between these interchanges, which is currently one of the most congested segments of this freeway.</p> <p>2. The public review and comment process here involves only the proposed Amendment to the 2001 RTP and 2001 RTIP for inclusion/modification of several projects. The IS/EA conducted specifically for the Arbor Vitae project must undergo its own public review process that is separate from this process.</p>

ORG.	NAME, ORGANIZATION & ADDRESS	COMMENTS	SCAG RESPONSE
Ventura County Air Pollution Control District	Ben Cacatian Air Quality Specialist Planning and Evaluation Ventura County Air Pollution Control District 669 County Square Dr. Ventura, CA 93003 805-645-1428	<p>1. From the description of the US-101 auxiliary lane improvement, it appears that several auxiliary lanes will be linked together creating a single “mixed-use” lane. Please clarify that the project has been properly modeled in the Amendment.</p> <p>2. The summary of ROG and NOx for the RTP in years 2010, 2020, and 2025 are different in Table A-3 and Table B-2. Please clarify why they are not identical.</p> <p>3. The attainment year for the Ventura/SCCAB is 2005. The Amendment does not specify the year that the US-101 project is scheduled to begin. A conformity analysis for the Ventura/SCCAB must include a conformity finding for the year 2005 if the project is scheduled to begin before the end of 2005. Please note the starting date of the project and include a 2005 emissions analysis if the project is scheduled to begin before the end of the attainment year.</p>	<p>1. Although the Draft Amendment’s US-101 project description contained the phrase “auxiliary lane,” the improvements were correctly modeled as “mixed flow” lanes for the Amendment analysis. The Draft Amendment will be revised to clarify the project description for the US-101 project as mixed flow improvements and not auxiliary lanes.</p> <p>2. As was mentioned in the Draft, SCAG did not conduct a full conformity analysis. Table A-3 reflects the emission differences between the existing RTP and the RTP with Amendment, based on light and medium duty vehicles. Table B-2 reflects all vehicles, including heavy duty vehicles (see footnote in Table A-3 on page 13 of the Draft).</p> <p>3. Based on information provided by the Ventura County Transportation Commission (VCTC), the Draft Amendment specifies that the operational date of the proposed US-101 project is 2006 (see page 4 of the Draft). Therefore, there are no expected additional ozone emissions for the year 2005 due to the US-101 project. (There may be some planning and preparation activities in late 2005.) SCAG has modeled this amendment for the years 2010, 2020 and 2025.</p>

## PART B. COMMENTS BY INDIVIDUALS AND NON-PROFIT GROUPS

### 2001 RTP / 2001 RTIP AMENDMENT SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

NAME	NAME, ORGANIZATION & ADDRESS	COMMENTS	SCAG RESPONSE
<b>GENERAL COMMENTS RECEIVED (Letters, E-mail, Phone, Faxes)</b>			
Carpio, Cecil	Cecil Carpio 407 Exton Ave #4 Inglewood, CA 90302 310-671-2315 avcom@mediaone.net	<p>1. How did the Arbor Vitae project qualify for Environmental Enhancement and Mitigation Program funds of \$14 million? Pages A-5 and A-6 refer to “blueprint legislation...” and “...\$14 million in new revenues...” Please list the current funding sources and the amount of funding from each of these sources.</p> <p>2. The May 2000 Draft Initial Study/ Environmental Assessment for the Arbor Vitae project has a major flaw. It doesn’t include the additional impacts associated with the Ring Road concept (see page 2 of the IS/EA). The current status of the LAX Master Plan is uncertain; all Master Plan alternatives are still viable. The conditions that influenced SCAG’s Regional Council to delete the project from the 2001 RTP and 2001 RTIP are still existent. The Ring Road is in its “embryonic” stage. It can facilitate the incremental expansion of LAX operations. By being connected to an Arbor Vitae on-ramp and off-ramp, passenger and freight traffic will increase until the level of service at Arbor Vitae reaches “F” status (page 8 of IS/EA).</p>	<p>1. The Arbor Vitae project’s current funding sources and amounts are already provided in the Draft Amendment package on pages A-25 and A-26. The project is federally funded from National Highway (NH) funds and locally funded from Local Transportation Funds (LTF) and Prop. C funds (PC20).</p> <p>2. The 2001 RTP does not support expansion of LAX beyond 78 million annual passengers. Inclusion of the proposed Arbor Vitae Interchange project (south half) at I-405 does nothing to change that regional policy.</p> <p>The RTP/RTIP is not the appropriate venue for a more detailed level of analysis and discussion of the project’s merits. Such work is carried out for all projects in project-specific studies and environmental analysis conducted by the appropriate implementing agencies. The IS/EA conducted specifically for the Arbor Vitae project must undergo its own public review process that is separate from this process.</p>

NAME	NAME, ORGANIZATION & ADDRESS	COMMENTS	SCAG RESPONSE
Chesney, Tom and Dorothy	Tom and Dorothy Chesney 5945 West 76th St. Los Angeles, CA 90045 productionwiz@usa.net	<p>We oppose the addition of the Arbor Vitae interchange.</p> <p>1. It will allow the connection of an airport “ring road” to the freeway and permit the expansion of LAX.</p> <p>2. It will increase congestion and noise on the freeway because traffic must slow down to allow cars on and off the freeway.</p> <p>3. The use of studies, plans, and decisions made in 17 years is ridiculous. Things have changed. The 105 freeway was not in existence, the Forum is not a major venue, airport traffic has dropped off and a serious effort is being made to create a regional solution for air travel thus making the need to expand LAX not necessary.</p>	<p>1. The 2001 RTP does not support expansion of LAX beyond 78 million annual passengers. Inclusion of the proposed Arbor Vitae Interchange project (south half) at I-405 does nothing to change that regional policy.</p> <p>2. The proposed Arbor Vitae Interchange project will relieve congestion at existing interchanges on Manchester and Century Boulevard in the vicinity of the proposed interchange and therefore relieve congestion on I-405 between these interchanges, which is currently one of the most congested segments of this freeway.</p> <p>3. If the Arbor Vitae project is amended into the RTP and RTIP, it must still undergo further analysis as part of the environmental clearance process. This analysis should take into account current existing conditions.</p>
Cota, Sergio	Sergio Cota 8425 Ramsgate Ave. Westchester, CA 90045 310-568-9960 scota@lausd.k12.ca.us	<p>1. I am opposed to the Arbor Vitae interchange project. It will only support LAX expansion.</p>	<p>1. The 2001 RTP does not support expansion of LAX beyond 78 million annual passengers. Inclusion of the proposed Arbor Vitae Interchange project (south half) at I-405 does nothing to change that regional policy.</p>

NAME	NAME, ORGANIZATION & ADDRESS	COMMENTS	SCAG RESPONSE
		2. The project will increase air pollution and noise in the area, and will not alleviate traffic on I-405.	2. The proposed Arbor Vitae Interchange project will relieve congestion at existing interchanges on Manchester and Century Boulevard in the vicinity of the proposed interchange and therefore relieve congestion on I-405 between these interchanges, which is currently one of the most congested segments of this freeway.
Curtiss, D. A. "Curt"	D. A. "Curt" Curtiss 7880 Vicksburg Ave. Westchester, CA 90045 310-645-8989 Curt7880@aol.com	I oppose adding the Arbor Vitae/I-405 interchange back into the plan. The only justification for this project is LAX expansion. The interchange will dump more traffic into the residential area of Westchester. There is already a lot of "bypass" traffic through these areas.	The 2001 RTP does not support expansion of LAX beyond 78 million annual passengers. Inclusion of the proposed Arbor Vitae Interchange project (south half) at I-405 does nothing to change that regional policy.  The proposed interchange improvement would add an on-ramp as well as an off ramp on I-405 at Arbor Vitae. Therefore, while some traffic may be discharged onto the Arbor Vitae Street from the freeway, an approximately equal amount of traffic will be transferred from the street to the freeway. On the balance, impact of the proposed interchange on the local streets is likely to be rather insignificant over a 24-hour period.
Frye, Nora	Nora Frye 7844 Midfield Ave. Los Angeles, CA 90045 NorDarFrye@aol.com	Expansion of LAX will affect several schools in LA and in Inglewood. Do not build the Arbor Vitae interchange.	The 2001 RTP does not support expansion of LAX beyond 78 million annual passengers. Inclusion of the proposed Arbor Vitae Interchange project (south half) at I-405 does nothing to change that regional policy.
Hamilton, Patricia	Patricia Hamilton PHamiltonArtCnst@aol.com	Money and time used to build the Arbor Vitae project would be better spent at Palmdale and other regional airports throughout the Southern California area. Any more city and government funds going towards the Arbor Vitae project at the expense of a community trying to redevelop their business district is a waste of taxpayers' and government funds.	The 2001 RTP contains a ground access improvement strategy that addresses airport ground access at all of the existing and proposed commercial airports in the region. The funds dedicated towards the Arbor Vitae project are transportation funds that cannot be used for other non-transportation purposes.

NAME	NAME, ORGANIZATION & ADDRESS	COMMENTS	SCAG RESPONSE
Hollywood Park	Rick Baedeker President Hollywood Park 1050 S. Prairie Ave. Inglewood, CA 90301-4197 310-419-1500	We support the adoption of the 2001 RTP / 2001 RTIP Amendment. We urge the Regional Council to restore the interchange project at I-405 and Arbor Vitae.	Comment noted.
Hollywood Park Casino	Tom Bowling Vice President and General Manager Hollywood Park Casino 3883 W. Century Blvd. Inglewood, CA 90303	We support the draft Amendment to the 2001 RTP / 2001 RTIP. We urge completion of the planned I-405 interchange at Arbor Vitae Street in Inglewood.	Comment noted.
Hossan, Carole	Carole Hossan 7725 Hindry Ave. Westchester, CA 90045-3225 310-649-6931	I support the Regional Council's decision to delete the Arbor Vitae project from the 2001 RTP.  SCAG realizes the importance of enhancing the regional airports, but not enough has been done to increase service at Ontario and Palmdale airports. The Arbor Vitae interchange will enhance LAX's traffic capacity for passenger cars and diesel freight trucks, creating more congestion and pollution in Inglewood and Westchester. It will also facilitate traffic from LAX. Northbound traffic slows well beyond Arbor Vitae.	The 2001 RTP does not support expansion of LAX beyond 78 million annual passengers. Inclusion of the proposed Arbor Vitae Interchange project (south half) at I-405 does nothing to change that regional policy.  The proposed Arbor Vitae Interchange project will relieve congestion at existing interchanges on Manchester and Century Boulevard in the vicinity of the proposed interchange and therefore relieve congestion on I-405 between these interchanges, which is currently one of the most congested segments of this freeway.
Hyra, J. A.	J. A. Hyra 7645 Midfield Ave. Los Angeles, CA 90045-3233	Please stop the Arbor Vitae/405 interchange project. It will not relieve traffic on the 405. Cars are not getting off in this area. They are continuing on their route to other places.	The proposed Arbor Vitae Interchange project will relieve congestion at existing interchanges on Manchester and Century Boulevard in the vicinity of the proposed interchange and therefore relieve congestion on I-405 between these interchanges, which is currently one of the most congested segments of this freeway.

NAME	NAME, ORGANIZATION & ADDRESS	COMMENTS	SCAG RESPONSE
Inglewood Partners for Progress	Donald H. Eiesland President Inglewood Partners for Progress P.O. Box 6500 Inglewood, CA 90312-6500	We support the adoption of the 2001 RTP / 2001 RTIP Amendment. We urge completion of the planned I-405 interchange at Arbor Vitae Street in Inglewood.	Comment noted.
Levin, Michele	Michele Levin 8425 Ramsgate Ave. Westchester, CA 90045 310-568-9960 squish5@bigblink.com	1. I am opposed to the Arbor Vitae interchange project. It will only support LAX expansion.  2. The project will increase air pollution and noise in the area, and will not alleviate traffic on I- 405.	1. The 2001 RTP does not support expansion of LAX beyond 78 million annual passengers. Inclusion of the proposed Arbor Vitae Interchange project (south half) at I-405 does nothing to change that regional policy.  2. The proposed Arbor Vitae Interchange project will relieve congestion at existing interchanges on Manchester and Century Boulevard in the vicinity of the proposed interchange and therefore relieve congestion on I-405 between these interchanges, which is currently one of the most congested segments of this freeway.
Rose, Harry Len	Harry Len Rose 7725 Hindry Ave. Westchester, CA 90045-3225 310-568-9472 hlrose@mindspring.com	I am opposed to the Arbor Vitae project.  1. This project will bring a tremendous amount of traffic congestion to our area. It will serve to increase the ingress/egress into the airport.	1. The proposed interchange improvement would add an on- ramp as well as an off ramp on I-405 at Arbor Vitae. Therefore, while some traffic may be discharged onto the Arbor Vitae Street from the freeway, an approximately equal amount of traffic will be transferred from the street to the freeway. On the balance, impact of the proposed interchange on the local streets is likely to be rather insignificant over a 24-hour period.

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		<p>2. I came across a Caltrans document estimating traffic at Century Blvd and Manchester Blvd in 2020 with and without the Arbor Vitae ramps. Caltrans is totally incorrect in their estimates showing a reduction of traffic on Manchester and Century.</p> <p>3. Because of its key location, Arbor Vitae is an enabler for Playa Vista, Playa Del Rey, and Marina Del Rey development as well as LAX expansion.</p>	<p>2. The RTP/RTIP is not the appropriate venue for a more detailed level of analysis and discussion of the project's merits. Such work is carried out for all projects in project-specific studies and environmental analysis conducted by the appropriate implementing agencies.</p> <p>3. The 2001 RTP does not support expansion of LAX beyond 78 million annual passengers. Inclusion of the proposed Arbor Vitae Interchange project (south half) at I-405 does nothing to change that regional policy.</p>
Sambrano, Diane	Diane Sambrano 3640 West 111th Pl. Inglewood, CA 90303	<p>There are many reasons to support the SCAG decision to delete the Arbor Vitae project from the RTP.</p> <p>1. The Caltrans proposal is filled with inaccuracies. Caltrans admits the interchange would be a key link to the ring road yet the proposal does not include additional impacts of the interchange associated with the ring road because of lack of "definitive plans." The major traffic generators cited by Caltrans do not generate traffic needing mitigation.</p> <p>2. The LAX Master Plan EIR/EIS Appendix K, map figure 2.3-1 and Table 2.3-1 indicate the level of service at intersections along Arbor Vitae is acceptable. Three of the five intersections which operate at congested levels of service are near Manchester/I-405. Congestion at these intersections occur when they are blocked by BNSF freight trains.</p>	<p>1. The RTP/RTIP is not the appropriate venue for a more detailed level of analysis and discussion of the project's merits. Such work is carried out for all projects in project-specific studies and environmental analysis conducted by the appropriate implementing agencies.</p> <p>2. This comment does not pertain to the Draft 2001 RTP/RTIP Amendment document.</p>



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		<p>3. Among the SCAG goals is to encourage growth patterns that enhance livability of our communities. Residents near Arbor Vitae should not be asked to bear burdens greater than any of you would like to impact your neighborhood.</p>	<p>3. The proposed Arbor Vitae interchange does not change the integrity of the Environmental Justice analysis performed for the 2001 RTP.</p>
Schneider, Denny	Denny Schneider 7929 Breen Ave. Los Angeles, CA 90045 310-641-4199 or 310-338-1550 DennySchneider@welivefree.com	<p>I am opposed to the inclusion of the Arbor Vitae interchange in the RTP/RTIP.</p> <p>1. The project was approved based on conditions that no longer exist. The LAX North Side Development Project Final EIR Report casts doubt on the degree of traffic improvement (if any) that would be achieved on I-405.</p> <p>2. The project will have likely unintended consequences on the majority of people traveling on the San Diego freeway and cause overflow spillage of traffic back onto local streets.</p> <p>3. The project is unjust to the majority-minority people it will displace.</p> <p>4. Money from this project could be much more effectively spent on rapid transit.</p>	<p>1. The proposed Arbor Vitae Interchange project will relieve congestion at existing interchanges on Manchester and Century Boulevard in the vicinity of the proposed interchange and therefore relieve congestion on I-405 between these interchanges, which is currently one of the most congested segments of this freeway.</p> <p>2. The proposed improvement is not likely to add more traffic to the local streets than what already exists.</p> <p>3. No significant displacement is anticipated due to implementation of the proposed project.</p> <p>4. The proposed project was in the 98 RTIP. Cost-effectiveness is one of the criteria that must be met for inclusion in a TIP.</p>

NAME	NAME, ORGANIZATION & ADDRESS	COMMENTS	SCAG RESPONSE
Stein- bacher, Carol A., Richard L., and Dale J.	Carol A. Steinbacher Richard L. Steinbacher Dale J. Steinbacher 7643 Kittyhawk Ave. Westchester, CA 90045-1733 310-645-2775 steinbacher@mediaone.net	We are in agreement with the comments of Denny Schneider. (Please refer to the above comments from Mr. Denny Schneider.)	(Please refer to the above responses to the comments from Mr. Denny Schneider.)
Tena, Arnold	Arnold Tena 7728 Hindry Ave. Los Angeles, CA 90045 arniet@earthlink.net	1. I am opposed to the Arbor Vitae interchange. I see the interchange has part and parcel of LAX expansion.  2. This project will create more congestion on our surface streets.	1. The 2001 RTP does not support expansion of LAX beyond 78 million annual passengers. Inclusion of the proposed Arbor Vitae Interchange project (south half) at I-405 does nothing to change that regional policy.  2. The proposed interchange improvement would add an on-ramp as well as an off ramp on I-405 at Arbor Vitae. Therefore, while some traffic may be discharged onto the Arbor Vitae Street from the freeway, an approximately equal amount of traffic will be transferred from the street to the freeway. On the balance, impact of the proposed interchange on the local streets is likely to be rather insignificant over a 24-hour period.
Petitioners	85 signatures	Petition signed by 85 people supporting the Regional Council's decision to delete the Arbor Vitae interchange project (south half) from the 2001 RTP.	Comment noted.

## **PART C. PUBLIC HEARING COMMENTS (FEBRUARY 11, 2002)**

### **2001 RTP / 2001 RTIP AMENDMENT SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

#### **Elected officials present at the February 11 hearing:**

Hon. Ron Roberts, Mayor, Temecula; Hearing Officer

Hon. Lou Bone, Councilmember, Tustin

Hon. George Francis Bass, Councilmember, Bell

Hon. Richard Dixon, Councilmember, Lake Forest

Hon. Larry Kirkley, Councilmember, Inglewood

Hon. Al Leiga, Councilmember, Claremont

Hon. Sandy Jacobs, Mayor Pro Tem, El Segundo

Hon. Keith McCarthy, Councilmember, Downey

<b>Order</b>	<b>NAME, ORGANIZATION &amp; ADDRESS</b>	<b>COMMENTS</b>	<b>SCAG RESPONSE</b>
1.	Michael Salk representing Los Angeles Councilmember Ruth Galanter 7166 Manchester Los Angeles, CA 90045 310-568-8772	I oppose any project that by its design will encourage growth at LAX and/or bring more traffic to LAX and its surrounding neighborhoods. The actual consequences of this project will go far beyond what its proponents expect.	<p>The 2001 RTP does not support expansion of LAX beyond 78 million annual passengers. Inclusion of the proposed Arbor Vitae Interchange project at I-405 does nothing to change that regional policy.</p> <p>The proposed interchange project will relieve congestion at existing interchanges on Manchester and Century Boulevard in the vicinity of the proposed interchange and therefore relieve congestion on I-405 between these interchanges, which is currently one of the most congested segments of this freeway.</p>

Order	NAME, ORGANIZATION & ADDRESS	COMMENTS	SCAG RESPONSE
2.	Brad McAllester Los Angeles County MTA One Gateway Plaza Los Angeles, CA 90012 213-922-2814	<p>MTA supports SCAG's reinstatement of the southern half of the Arbor Vitae interchange through proposed amendments to the 2001 RTP and RTIP. The MTA Board has support from the City of Los Angeles, Caltrans, local stakeholders in the City of Inglewood, and the California Transportation Commission.</p> <p>The interchange project is not related to the LAX Master Plan, nor is it tied to the formerly proposed ring road. The project is consistent with SCAG's decision to decentralize airport growth and limit LAX growth to 78 MAP in the 2001 RTP.</p> <p>If the project is not amended into the Plan, the funding will go towards other projects as determined by the MTA Board.</p>	Comment noted.
3.	James M. Okazaki City of Los Angeles Department of Transportation 221 N. Figueroa St., #500 213-580-1187	LADOT has supported the Arbor Vitae project for over 20 years. The project is needed to address existing congestion. The project is not intended to support LAX expansion.	Comment noted.
4.	Joe Cunningham 6043 W. 76 <sup>th</sup> St. 310-670-6323	We believe any project that relieves congestion in the LAX area is related to LAX expansion. Please leave the Arbor Vitae project out of the RTP/RTIP.	The 2001 RTP does not support expansion of LAX beyond 78 million annual passengers. Inclusion of the proposed Arbor Vitae Interchange project at I-405 does nothing to change that regional policy.
5.	Jeff M. Davis Caltrans District 7 120 S. Spring St. Los Angeles, CA 90012 213-897-4279	Caltrans urges SCAG's Regional Council to amend the Arbor Vitae south interchange project into the 2001 RTP and 2001 RTIP. It is not an LAX expansion project; it is identified as an existing condition in the LAX Master Plan.	Comment noted.

Order	NAME, ORGANIZATION & ADDRESS	COMMENTS	SCAG RESPONSE
6.	Edward Rodriguez of the Office of Mayor Hahn 200 N. Main St., Room 303 Los Angeles, CA 90017 213-978-0632	We support inclusion of the Arbor Vitae project in both the 2001 RTP and 2001 RTIP. The project is an important component of the area's transportation management plan. The project will relieve congestion on I-405 at the Manchester and Century interchanges.	Comment noted.
7.	Bobby Blanks representing Congressman Maxine Waters 10124 S. Broadway, Suite 1 Los Angeles, CA 90037 323-757-8900	I am opposed to the Arbor Vitae / I-405 interchange project and I ask that it be removed from the Regional Transportation Plan and Regional Transportation Improvement Program.  1. I believe the development of this project has a relationship to the expansion of the Los Angeles International Airport.  2. My constituents in the 35 <sup>th</sup> Congressional District state that this project will destroy homes and local businesses in the surrounding areas.	1. The 2001 RTP does not support expansion of LAX beyond 78 million annual passengers. Inclusion of the proposed Arbor Vitae Interchange project at I-405 does nothing to change that regional policy.  2. No significant displacement is anticipated due to implementation of the proposed project.
8.	Carole Hossan 7725 Hindry Ave. Los Angeles, CA 90045-3225 310-649-6931	Do not put the Arbor Vitae project back into the RTP and RTIP. The project was planned long ago when the circumstances were different than they are today. The project will not improve traffic on I-405. The ring road is already in existence and the interchange will complete the missing link of the ring road.	The proposed interchange project will relieve congestion at existing interchanges on Manchester and Century Boulevard in the vicinity of the proposed interchange and therefore relieve congestion on I-405 between these interchanges, which is currently one of the most congested segments of this freeway.
9.	Charles R. Younglove representing Westport Heights Homeowners Association 7713 Boeing Ave 310-670-6094	1. The Arbor Vitae interchange will not work; it will not relieve traffic; it will only create more bottlenecks.	1. The proposed interchange project will relieve congestion at existing interchanges on Manchester and Century Boulevard in the vicinity of the proposed interchange and therefore relieve congestion on I-405 between these interchanges, which is currently one of the most congested segments of this freeway.

Order	NAME, ORGANIZATION & ADDRESS	COMMENTS	SCAG RESPONSE
		<p>2. LAX can not expand. Air passengers and cargo need to go to Orange County, San Bernardino, Palmdale.</p>	<p>2. The 2001 RTP does not support expansion of LAX beyond 78 million annual passengers. Inclusion of the proposed Arbor Vitae Interchange project at I-405 does nothing to change that regional policy.</p>
10.	<p>Diane Sambrano 3640 W. 111<sup>th</sup> Pl. Inglewood, CA 90303 310-671-4410</p>	<p>1. I have reviewed the environmental document regarding the Arbor Vitae project.</p> <p>The study says the project is needed to provide access to Hollywood Park, the Forum, etc. These are no longer major traffic generators in the City of Inglewood.</p> <p>The project is near an earthquake fault.</p> <p>The air quality studies were done near the Veterans Hospital in Westwood, too far from Arbor Vitae.</p> <p>2. The airplanes fly too close to my home during times they are not allowed to.</p> <p>3. The interchange is about providing a ring road to LAX. The region must take its proportional burden.</p>	<p>1. The proposed interchange project will relieve congestion at existing interchanges on Manchester and Century Boulevard in the vicinity of the proposed interchange and therefore relieve congestion on I-405 between these interchanges.</p> <p>The RTP/RTIP is not the appropriate venue for a more detailed level of analysis and discussion of the project's merits. Such work is carried out for all projects in project-specific studies and environmental analysis conducted by the appropriate implementing agencies.</p> <p>2. This comment is not within the purview of the Draft 2001 RTP / 2001 RTIP Amendment.</p> <p>3. The 2001 RTP does not support expansion of LAX beyond 78 million annual passengers. Inclusion of the proposed Arbor Vitae Interchange project at I-405 does nothing to change that regional policy.</p>

Order	NAME, ORGANIZATION & ADDRESS	COMMENTS	SCAG RESPONSE
11.	Cecil Carpio 407 Exton Ave. #4 Inglewood, CA 90302 310-671-2315	<p>1. Under the Environmental Protection Agency's conformity regulations (EPA 40 CFR 51), when an MPO receives significant comments on a RTP or TIP through the public or through interagency consultation, it must provide a summary analysis and report on how the comments were responded to as part of the final metropolitan transportation plan and TIP. What the public has presented over the last year, in opposition to the Arbor Vitae project, is significant. It supports SCAG's decision to keep the aviation scenario regional.</p> <p>2. On June 28, 2001, the Regional Council decided to advise the City of LA and LAWA that the proposed LAX 2015 Master Plan is not consistent with SCAG's 2001 RTP. On April 12, 2001, SCAG decided the Arbor Vitae project supported the expansion of LAX and that was why the project was deleted from the RTP.</p>	<p>1. SCAG has met the public outreach requirements for the 2001 RTP. The public comments received for the Draft 2001 RTP, along with SCAG's responses, were presented to the Regional Council at their meeting on April 12, 2001. These comments and responses are summarized in the Public Outreach report in the 2001 RTP Technical Appendix, Volume 3, Appendix M, Public Outreach.</p> <p>The summary of the Draft 2001 RTIP public comments and responses were presented to and adopted by the Regional Council on August 2, 2001. The document summarizing these comments and responses is in Section VII (SCAG's Responses to Comments) of the 2001 RTIP Technical Appendix (Volume II).</p> <p>2. The 2001 RTP does not support expansion of LAX beyond 78 million annual passengers. Inclusion of the proposed Arbor Vitae Interchange project at I-405 does nothing to change that regional policy.</p>